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DRAFT TECHNICAL REPORT NO. 12

**PHASE 2 STAGE 2C
SELECTION OF PREFERRED SITE**

LAND USE AND PLANNING ASSESSMENT

WALKER WRIGHT YOUNG ASSOCIATES LIMITED

URBAN DOCUMENTATION CENTRE
RESEARCH UNIT FOR URBAN STUDIES
McMASTER UNIVERSITY
HAMILTON, ONTARIO



**ENVIRONMENTAL
ASSESSMENT
LANDFILL COMPONENT OF
SOLID WASTE MANAGEMENT**

JANUARY 1985

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1.0 INTRODUCTION	1-1
2.0 PLANNING ANALYSIS OF SITE PLAN AREA A	2-1
2.1 Existing Local Context	2-1
2.2 On-Site Land Use	2-2
2.3 Existing and Future Land Uses in the Study Area	2-2
2.4 Summary of Potential Land Use Conflicts - Site A	2-3
3.0 PLANNING ANALYSIS OF SITE PLAN AREA B	3-1
3.1 Existing Local Context	3-1
3.2 On-Site Land Use	3-1
3.3 Existing and Future Land Use in the Study Area	3-1
3.4 Summary of Potential Land Use Conflicts - Site B	3-3
4.0 PLANNING ANALYSIS OF SITE PLAN AREA C	4-1
4.1 Existing Local Context	4-1
4.2 On-Site Land Use	4-1
4.3 Existing and Future Land Uses in the Study Area	4-1
4.4 Summary of Potential Land Use Conflicts - Site C	4-3
5.0 PLANNING ANALYSIS OF SITE PLAN AREA D	5-1
5.1 Existing Local Context	5-1
5.2 On-Site Land Use	5-1
5.3 Existing and Future Land Use in the Study Area	5-1
5.4 Summary of Potential Land Use Conflicts - Site D	5-4
6.0 PLANNING ANALYSIS OF SITE PLAN AREA E	6-1
6.1 Existing Local Context	6-1
6.2 On-Site Land Use	6-1
6.3 Existing and Future Land Use in the Study Area	6-1
6.4 Summary of Potential Land Use Conflicts - Site E	6-3
7.0 PLANNING ANALYSIS OF SITE PLAN AREA F	7-1
7.1 Existing Local Context	7-1
7.2 On-Site Land Use	7-1
7.3 Existing and Future Land Use in the Study Area	7-1
7.4 Summary of Potential Land Use Conflicts - Site F	7-3

TABLE OF CONTENTS (Continued)

<u>Section</u>	<u>Page</u>
8.0 AFTER-USE/CONCURRENT USE OF CANDIDATE LANDFILL SITES	8-1
8.1 Engineering Practice	8-3
8.2 Possible After-Use Options	8-6
8.3 Possible Site-Specific After-Uses on Candidate Sites	8-9
9.0 PLANNING APPROVALS	9-1
9.1 Site A Planning Approvals	9-1
9.2 Site B Planning Approvals	9-12
Site C Planning Approvals	9-15
9.4 Site D Planning Approvals	9-23
9.5 Site E Planning Approvals	9-27
9.6 Site F Planning Approvals	9-31

LIST OF ILLUSTRATIONS

Following
Page

Figures

1. Site Plan Area, Site A	2-1
2. Site Plan Area, Site B	3-1
3. Site Plan Area, Site C	4-1
4. Site Plan Area, Site D	5-1
5. Site Plan Area, Site E	6-1
6. Site Plan Area, Site F	7-1

LIST OF TABLES

Table

1. Existing and Future Land Uses On-Site and in the Study Area - Site A	2-2
2. Existing and Future Land Uses On-Site and in the Study Area - Site B	3-1
3. Existing and Future Land Uses On-Site and in the Study Area - Site C	4-1
4. Existing and Future Land Uses On-Site and in the Study Area - Site D	5-1
5. Existing and Future Land Uses On-Site and in the Study Area - Site E	6-1
6. Existing and Future Land Uses On-Site and in the Study Area - Site F	7-1
7. Summary of Existing Land Uses On-Site and in the Study Area	7-5

1.0 INTRODUCTION

The purpose of this report is to provide a review of existing and future land uses for each Site Plan Area and the surrounding study areas as defined in the Population Impact Analysis; and to identify potential land use conflicts with such land uses related to the presence of landfilling.

The review also provides a broad land use context for other technical reports in Stage 2C, such as the social impact assessment, the visual assessment, noise and air quality assessments. In order to avoid duplication, only those land use issues not dealt with specifically in other technical reports are evaluated here.

In addition to matters related to existing land use, this analysis also addresses the long term land use potential on each Site Plan Area and in the surrounding study area. The existing planning designations and policies governing the Candidate Sites and Site Plan Areas are discussed as part of the long term land use potential.

The requirements for planning amendments for implementation of each of the Sites in local, Regional and Provincial plans are included.

The information for the land use analysis is based on a land use survey conducted in November/December 1983 and updated for purposes of Stage 2C in Spring 1984. The submissions of individuals and citizens groups who have participated in Stage 2C, and discussions with the representative local municipalities and provincial agencies are also considered.

The following includes a description of existing land uses on each of the Site Plan Areas (on-site) and in the study areas; an analysis of the potential impacts related to compatibility of landfilling for both existing and future land use on-site and in the study area; and a summary of potential land use conflicts for both on-site and study area impacts.

A complete summary of existing and future land uses for the Site Plan Areas and study areas is included in Tables 1-7, and is provided to assist in identifying specific references to land uses in the text.

Each site was analysed using the following sub-factors:

- . Existing Local Context.
- . On-Site Land Use.
- . Existing and Future Land Uses in the Study Area.
- . Summary of Potential Land Use Conflicts.

The rating of the Site Plan Areas in this report is based on assessment of the impacts of intrusion from a land use perspective that would likely occur as a result of landfilling. Impacts are also discussed from various other perspectives in other technical reports such as visual, noise, population impact, community facilities and traffic.

The Sites are given an overall impact rating based on the combination of the first three categories of analysis: Existing Local Context; On-Site Land Use; and Existing and Future Land Uses in the Study Area. A summary of potential land use conflicts is discussed for each Site Plan Area. The suggested overall ranking of the Site Plan Areas is as follows:

<u>Ranking</u>	<u>Site Plan Area</u>
1	F
2	A
3	D/E
5	B/C

Section 8 deals with possible end uses and concurrent use of landfill sites. The approach to end use is both generic to identify possible constraints to end use of landfills, and site-specific in terms of possible end use options for each Site.

Finally, Section 9 includes an analysis of existing planning designations and policies for the original Candidate Sites and the Site Plan Areas. Recommendations on planning amendments for implementation of the six Sites are included in this final section.

2.0 PLANNING ANALYSIS OF SITE PLAN AREA A

2.1 Existing Local Context

Site Plan Area A is located in the Town of Oakville, east of Trafalgar Road, on the north side of Burnhamthorpe Road. The location of the Site Plan Area is shown on the accompanying Figure 1. Trafalgar Road is approximately 1.2 kilometres west of the site. Ninth Line is located approximately 0.6 kilometres east of the site. The predominant land use on-site and in the study area is agriculture. The study area is generally characterized by a relatively few farm buildings and residences, and rural residential properties; and a minor component of commercial development to serve local residents.

The intersection of Trafalgar Road and Burnhamthorpe Road closest to the site consists of a small cluster of five houses and one commercial use, the Ren's Feed Mill. The intersection is located approximately 1.2 kilometres west of the Site Plan Area.

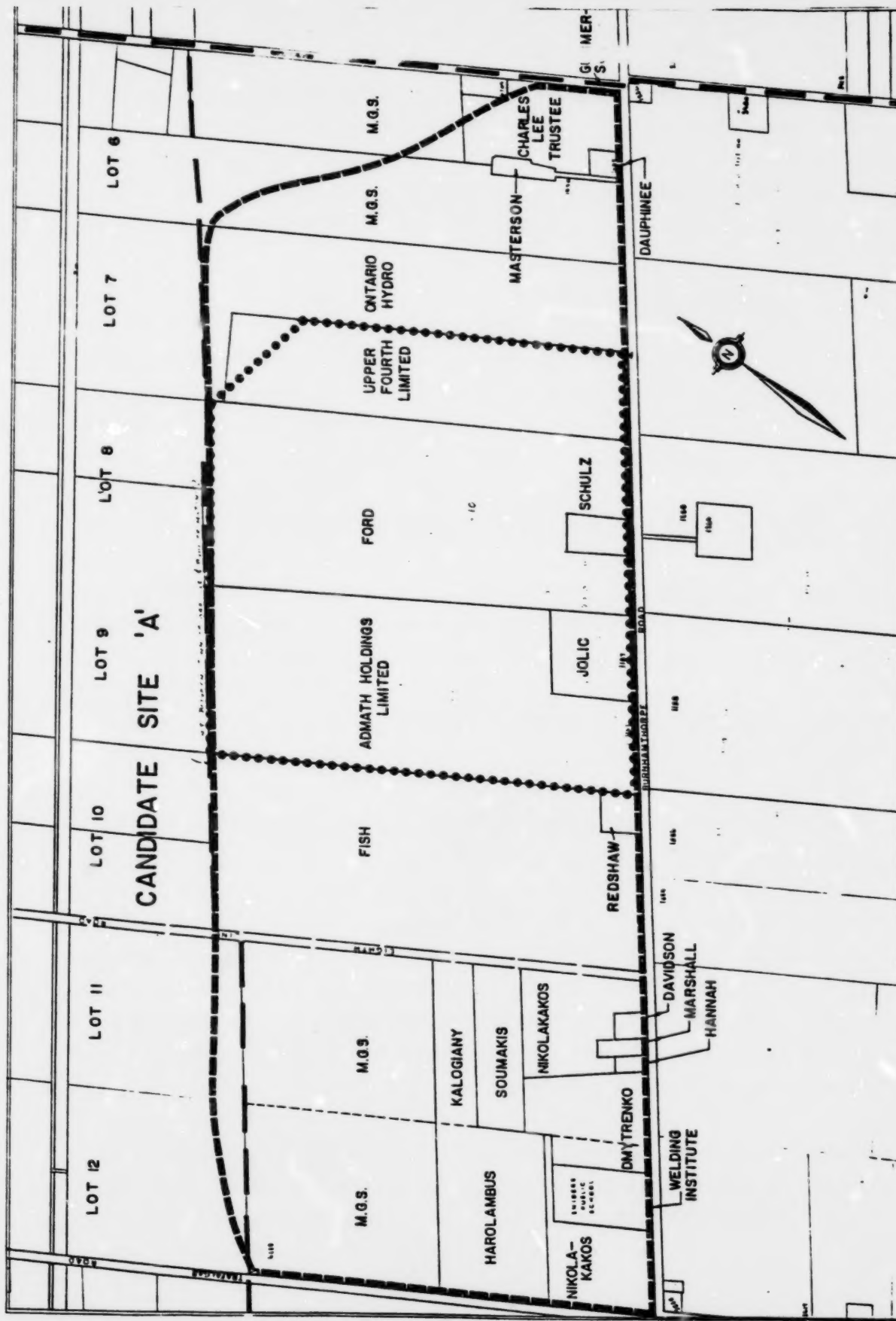
The northern boundary of the Site Plan Area is adjacent to the future Highway #403 extension from Ninth Line to Trafalgar Road, initially scheduled for the mid to late 1980's.

An existing Hydro corridor and gas pipeline are located north of the highway right-of-way. In addition, it is anticipated a recommended transit route will be proposed under the Provincial GO-ALRT Program (Northern Section) in the near future. Several transit route alternatives have been identified for a long-term inter-regional transit facility in the vicinity of Site A. None of the routes include the site area itself. However, implementation of the selected route will likely occur after a landfill site is implemented in Halton.

A future connecting link between Highway #401 and the Queen Elizabeth Way runs in a north-south direction to the east of Site A, and is shown as the future "Highway #407 alignment" on Figure 1.

TABLE 1
EXISTING AND FUTURE LAND USES ON-SITE
AND IN THE STUDY AREA

SITE 'A'	Residential	Residential Associated with Farm Buildings	Other Land Uses
<u>ON-SITE</u>			
Burnhamthorpe Road	<u>1</u>	<u>2</u>	. Trans-Canada Pipelines R.O.W. adjacent to eastern site boundary: 20m
Total	1	2	. R.O.W. for proposed Hydro corridor adjacent to eastern site boundary: ±160m . R.O.W. for future Highway #403 extension on northern site boundary
<u>STUDY AREA</u>			
Burnhamthorpe Road (east of Sixth Line)	12	10	Ren's Feed & Supplies Welding Institute of Canada
Lower Base Line	19	4	Nursery Greenhouses Trafalgar Hydro Transformer Station
Sixth Line (north of Burnhamthorpe)	4	5	
Trafalgar Road	7	9	
Ninth Line	7	5	Glen Oaks Cemetery (part) Builder's yard Dog breeding
Total	49	33	Parkway Belt West Plan designation for GO-ALRT Northern Section Part of the proposed Western Business Park in Peel Region is included in the study area



An existing TransCanada Pipeline 20 metre right-of-way and a 160 metre right-of-way for a future Hydro corridor are located adjacent to the eastern boundary of the Site Plan Area. The future Hydro corridor would connect with the Trafalgar Hydro Transformer Station to the north of the Highway 403 alignment.

2.2 On-Site Land Use

Existing land uses on Site A are shown on Table 1. There are two farm residences (V. Fox and H. & G. Schulz) and farm buildings, which are actively used for farming, and one rural residence (I. Jolic), all located adjacent to Burnhamthorpe Road.

2.3 Existing and Future Land Uses in the Study Area

The study area includes a total of eighty-five residences, thirty-seven of which are agriculture-related. Some of the rural residences also include "home occupations" such as artists' studios and dog breeding.

The area to the east of the future Highway #407 connecting link is located in the City of Mississauga. There are two approved Secondary Plans which cover an area from Highway #403 to Dundas Street in the north and south respectively, and from the future Highway #407 link to Winston Churchill Boulevard to the east and west respectively.

Amendment No. 14 to the City of Mississauga Official Plan designates an area known as the Western Business Park, and includes lands shown as prestige industrial and general industrial use. The Business Park lies approximately 0.8 km (one-half mile) east of Site A. One plan of subdivision (T-81018) lies within a part of the the study area, at the northeast corner of Dundas Street and future Highway #407 link.

The approved Erin Mills West Secondary Plan (Official Plan Amendment No. 45) designates lands to the east of the Western Business Park for a proposed residential community known as the Erin Mills West Residential

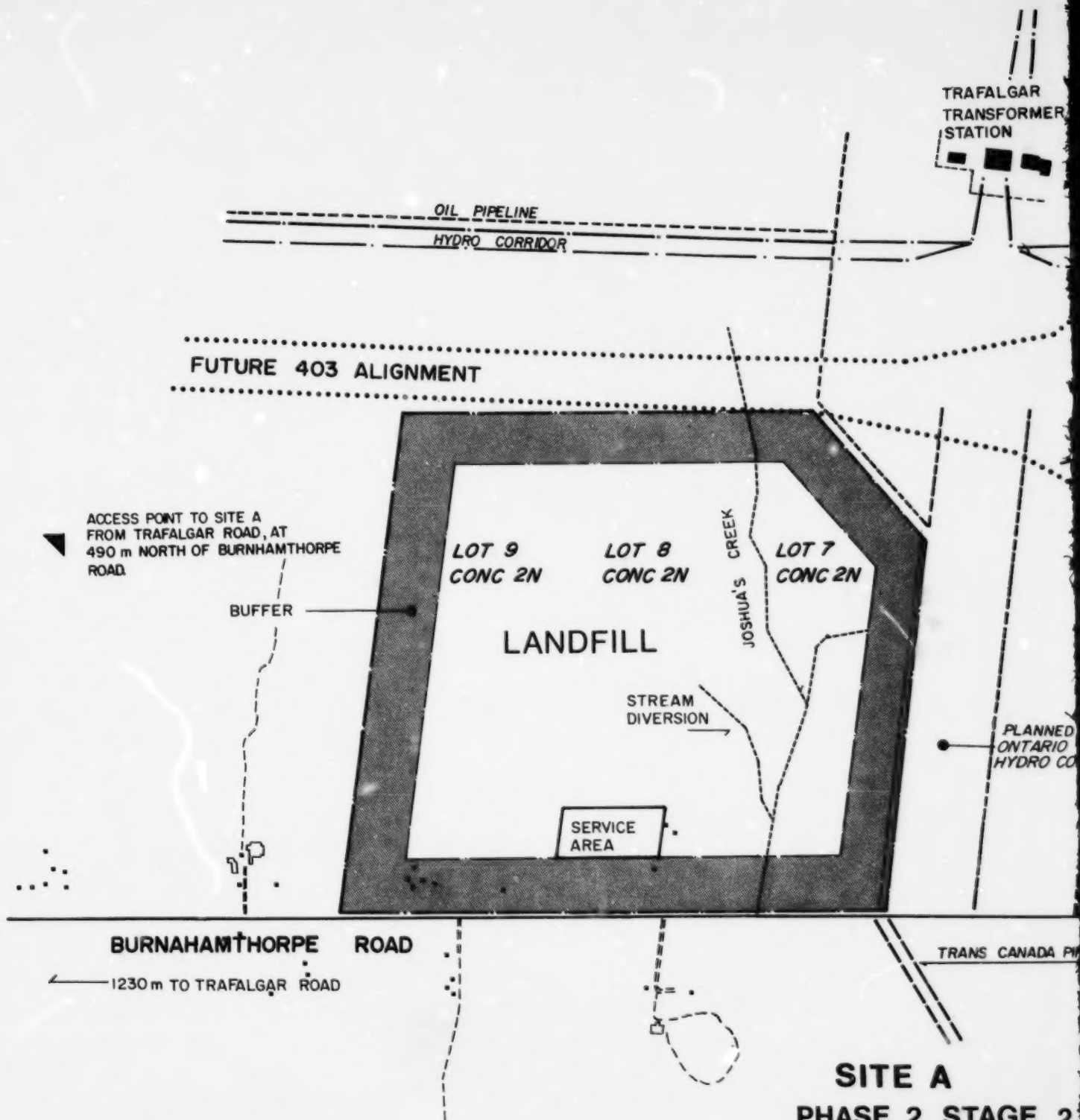
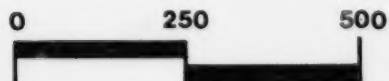


FIGURE 1

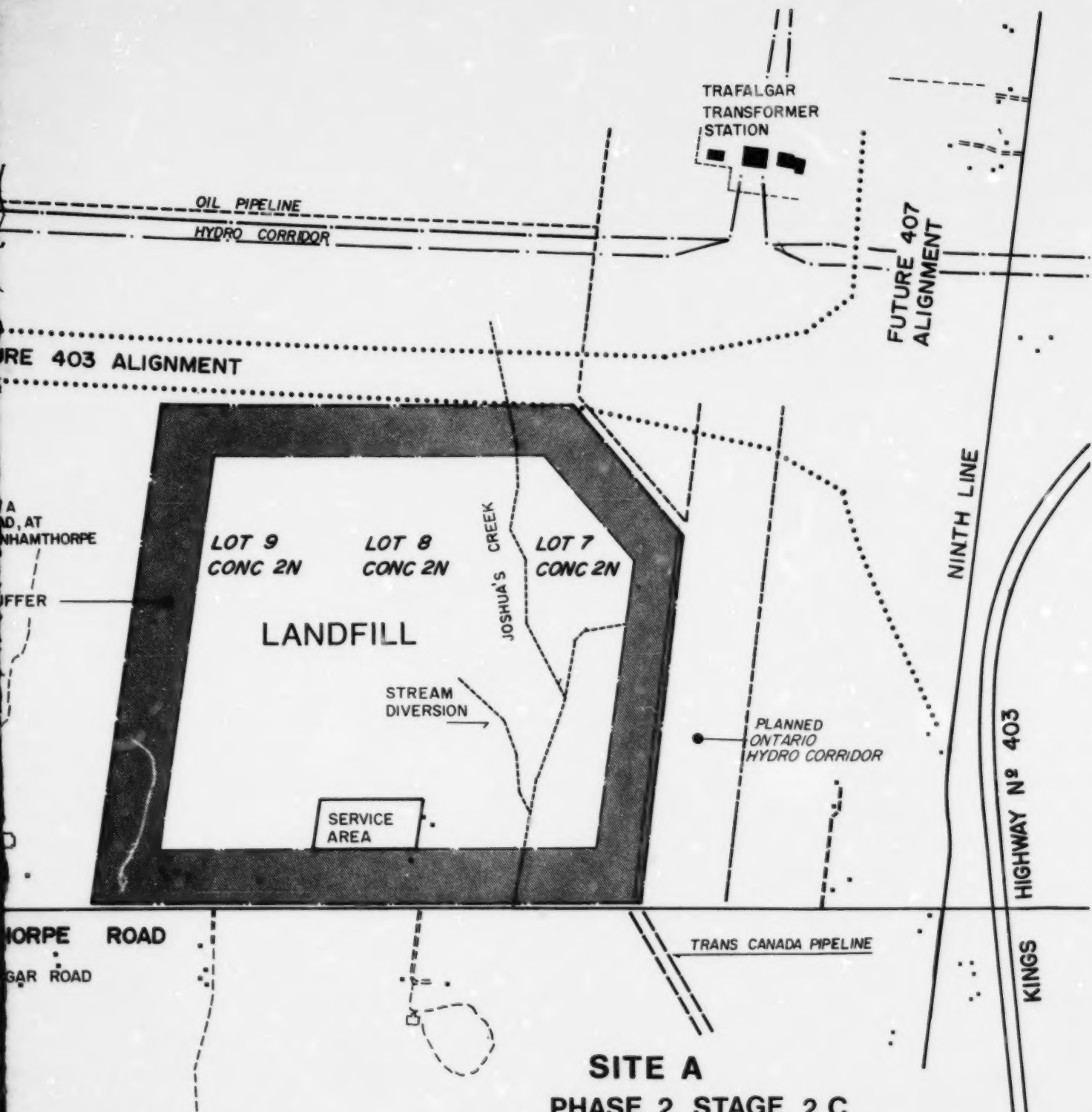
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SITE A
PHASE 2 STAGE 2
SELECTION OF PR
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LANDFILL COMPONENT
SOLID WASTE MANAGE



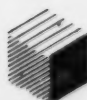
Walker Wright Young & Associates



SITE A
PHASE 2 STAGE 2 C
SELECTION OF PREFERRED SITE

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District. This community would, however, lie entirely outside the study area and would be separated from the landfill by the Western Business Park and Highway 403.

The Glen Oaks Memorial Gardens Cemetery lies within the study area, to the south of Burnhamthorpe Road on the east side of Ninth Line. A narrow strip of land along the west side of a future Hydro corridor has been zoned for future cemetery use. The existing cemetery (area use for burial purposes), however, is located approximately 0.5 km to the south of this area zoned for future cemetery use. Ontario Regulation 309 of the Environmental Protection Act states that a landfilling site "shall be located a reasonable distance from any cemetery" (Section 8(8)). It is estimated that the portion of the Glen Oaks Memorial Garden Cemetery that has been used for burial purposes is approximately 0.8 kilometres from the westerly limit of the Site Plan Area.

The Welding Institute is located on Burnhamthorpe Road, approximately 0.8 kilometres west of Site A. This use serves as an educational and research facility.

2.4 Summary of Potential Land Use Conflicts - Site A

. On-Site

Site A has a total of 3 on-site residential uses.

The single rural residential property (I. Jolic) is 4 hectares in size. Farm residences on-site include the Schultz property, 2 hectares, and one tenant (V. Fox) on the Admath Holdings property. The impact on these residents would be considered low since fair market value would be received for the land and improvements.

. Study Area

The existing and future Highway #403 extension together with additional rights-of-way for linear utilities are compatible with adjacent landfill

use and would provide a degree of buffering to the north (Lower Base Line and Ninth Line) and east (City of Mississauga). Residential uses at Trafalgar Road and Sixth Line are located approximately 1.2 kilometres to 2.4 kilometres west of Site A and, at this distance, no significant potential conflict is anticipated.

The Glen Oaks Memorial Gardens Cemetery is considered a potential land use conflict; the landfill may have some adverse impact on future expansion of the cemetery in the area that is presently licenced by the Ministry of Consumer and Commercial Relations for cemetery use.

Overall Rating: Moderate Impact

The rating of this Site is Moderate since there is some potential land use conflict with the existing and future use of the Glen Oaks Memorial Gardens Cemetery. Although the number of on-site residences is only three, the number of rural residential uses in the study area is 49. This is the fourth highest number of residences in the study area of all the Sites. The majority of these residences are located on Burnhamthorpe Road and Lower Base Line within approximately 0.8 kilometres of the Site.

3.0 PLANNING ANALYSIS OF SITE PLAN AREA B

3.1 Existing Local Context

Site B lies in the Town of Oakville in the southwest quadrant of the Trafalgar Road/Burnhamthorpe Road intersection and the Site Plan Area is flanked on two sides by these roads. Figure 2 provides the local context for Site B.

3.2 On-Site Land Use

Land uses on Site B and in the study area are indicated in Table 2. There are a total of eleven homes on site, four of which are associated with agricultural or commercial buildings. This is the highest number of homes on-site among all of the alternative Sites. Seven of the homes have frontage onto Burnhamthorpe Road.

A farm complex which has frontage onto Burnhamthorpe Road incorporates two commercial uses, comprising a slaughterhouse and a boat building business. A Coastguard Communications Tower is located adjacent to the southeastern boundary of the Site Plan Area.

The predominant land use on-site is, however, agriculture.

3.3 Existing and Future Land Use in the Study Area

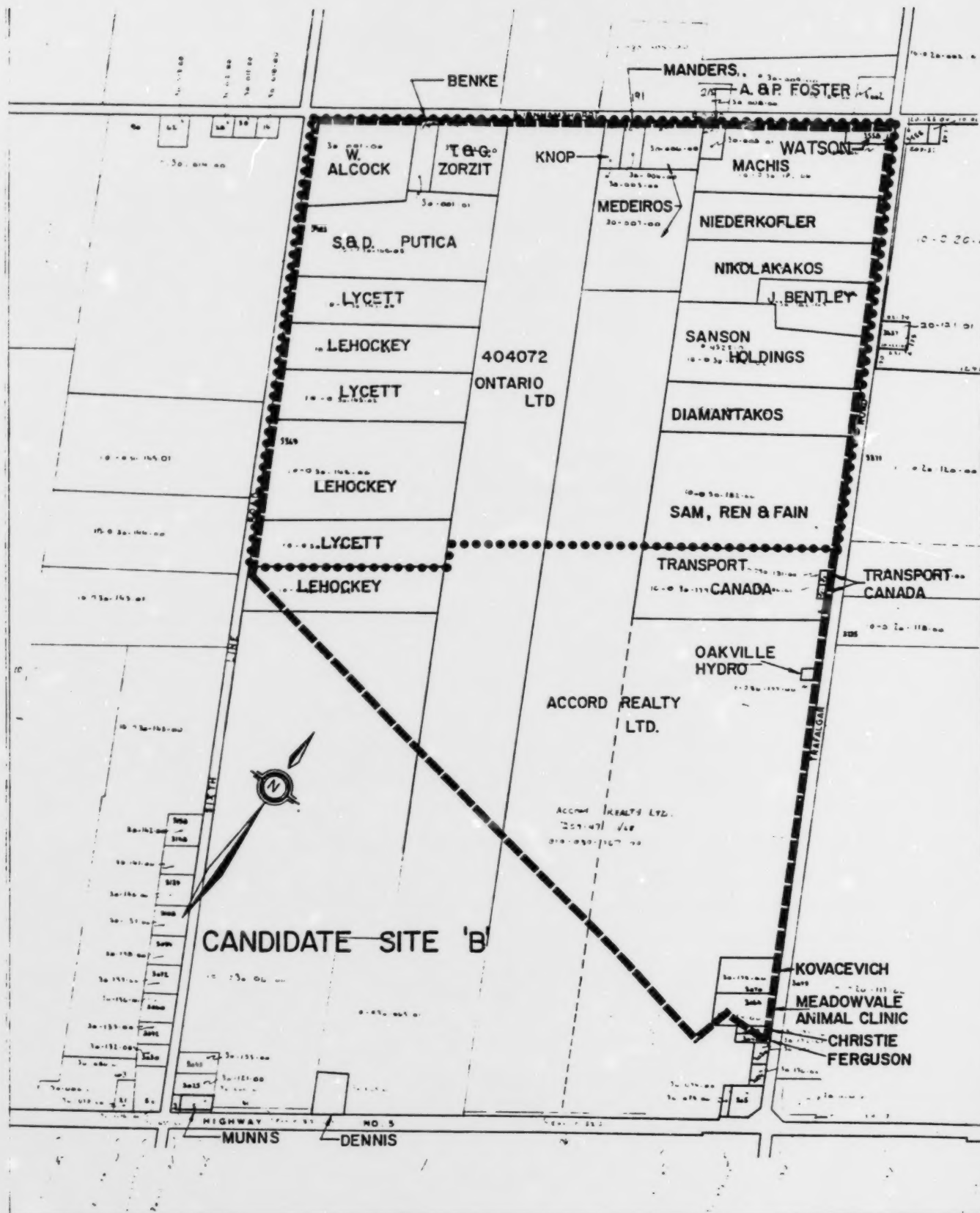
The predominant land use in the study area is also agriculture. Those buildings which are in the area and which front onto local roads such as Burnhamthorpe Road and Sixth Line, are primarily farm and rural residences.

Dundas Street

The Dundas Street/Sixth Line area includes some residential uses as well as Munn's Church and Cemetery. Hay's Farm, on the south side of Dundas

TABLE 2
EXISTING AND FUTURE LAND USES ON-SITE
AND IN THE STUDY AREA

SITE 'B'	Residential	Residential Associated with Farm Buildings	Other Land Uses
<u>ON-SITE</u>			
Burnhamthorpe Road	5	2	Commercial, slaughterhouse, boatbuilding
Trafalgar Road	1	1	
Sixth Line	<u>1</u>	<u>1</u>	
Total	7	4	
<u>STUDY AREA</u>			
Burnhamthorpe Road	16	2	Ren's Feed & Supplies Welding Institute of Canada Seymour Art Studio
Dundas St. (Hwy #5)	7	5	Munn's Church Munn's Cemetery Halton Animal Hospital Kovacevich Air Conditioning Business Truck cap (pickup) business Esso Gas Station Longo's Fruit Market Marc's Firewood Business Vegetable sales (roadside stand)
Trafalgar Road	8	6	Coastguard Radio Communications Facility Trafalgar Memorial Hall Texaco Gas Station Oakville Hydro Headquarters Health Council Headquarters Parks & Recreation Operations Centre Oakville Public Works Greenhouse, other farm buildings Small Hydro transformer G&M Farms - retail
Sixth Line	12	1	Poultry house Proposed reservoir
Eighth Line	<u>20</u>	<u>1</u>	
Total	63	15	



Street, is used for commercial livestock auctions approximately twice each year.

The Dundas Street/Trafalgar Road intersection and surrounding area contains the Halton Animal Hospital, commercial uses (Longo's Fruit Market, Marc's Firewood Business, two service stations and a truck cap business), as well as the Trafalgar Memorial Community Hall. A group of public offices and works buildings are located south of Dundas Street on Trafalgar Road, approximately 0.8 kilometres from the site.

The area around the Dundas Street and Eighth Line intersection is primarily residential. Munn's Church and Cemetery and the Trafalgar Memorial Community Hall are discussed with respect to the impact on community facilities in the Technical Report on Social Impact Assessment.

. Burnhamthorpe Road

A riding stable and the Seymour Art Studio are located 0.8 kilometres west of the site. Ren's Feed & Supplies is located on the northwest corner of Trafalgar Road/Burnhamthorpe Road.

The Regional Municipality of Halton has proposed the construction of a covered water reservoir on Sixth Line near Burnhamthorpe Road, to serve the expanding urban area south of Dundas Street. The exact site has not yet been established, but construction is expected to commence in 1986/1987. As currently envisaged, the reservoir would have a capacity of 6-8 million gallons and would occupy 5-10 acres of land, depending upon its location. A new water main would be built southerly along Sixth Line to connect the reservoir with the Oakville Urban Area.

. Trafalgar Road

As noted above, several public works offices are located on the west side of Trafalgar Road and are listed in detail on Table 2.

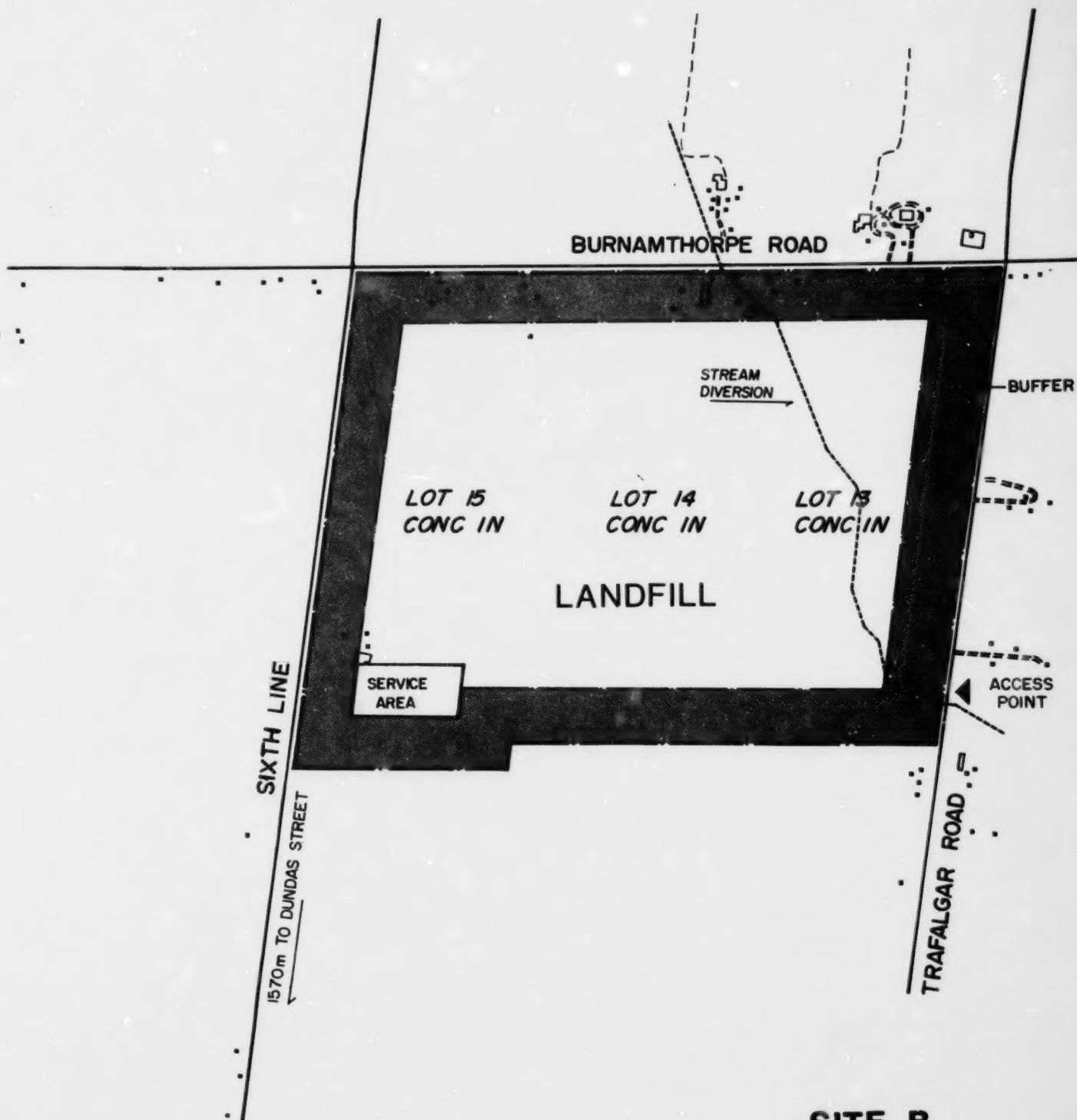
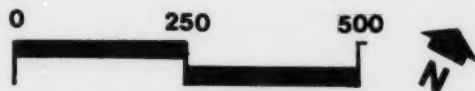


FIGURE 2

SCALE 1:10 000

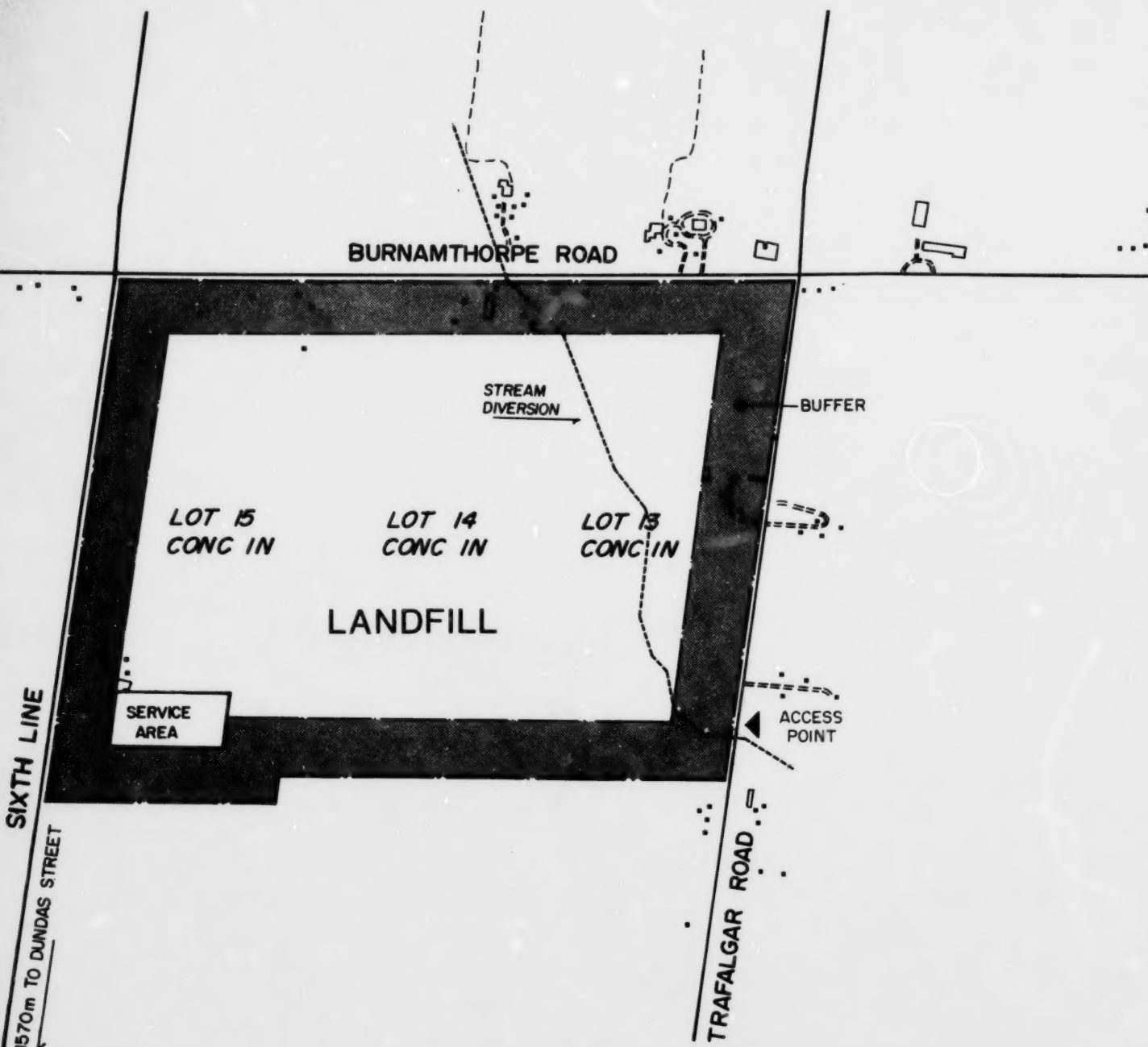


SITE B
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LANDFILL COMPONENT OF
SOLID WASTE MANAGEME

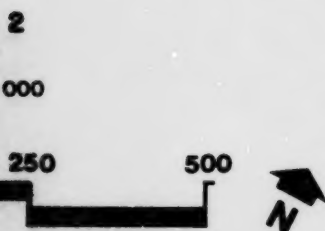


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SITE B
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SELECTION OF PREFERRED SITE

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A Coastguard Radio Communications facility is currently operated by Transport Canada, directly adjacent to the Site Plan Area's southeast boundary. The facility comprises one staff building and a communications tower. It is possible that the facility may be expanded in the future, according to Transport Canada staff.¹ This facility is subject to potential interference to radio signals from activities that cause vibration, electrical interference and/or the use of metal for, say, perimeter fencing.

3.4 Summary of Potential Land Use Conflicts - Site B

. On-Site

The total number of residences that would be relocated on Site B is eleven. In comparison with the impact of displacement on any of the Site Plan Areas, Site B would rate as the highest impact.

. Study Area

. Dundas Street

Although there are a number of land uses (see Table 2) in close proximity to Dundas Street which would not be compatible with a landfill site, possible impacts would be moderated by the intervening distance between these uses and the actual location of the Site.

. Proposed Regional Reservoir

Discussions with the Regional Municipality of Halton indicate that there is no concern regarding potential impact from a landfill site on the proposed water reservoir discussed above.²

¹ Conversation with D. Urry, Transport Canada, May 15, 1984.

² Discussion with R. Robertshaw, Public Works Department, Regional Municipality of Halton, November 28, 1984.

. Coastguard Radio Communications Facility

While the extent of potential impact of a landfill on this facility cannot be accurately predicted at this stage, the types of activities associated with a landfill are ones identified as creating potential interference with the communications function of this facility, and present a negative factor in the further consideration of Site B.

Overall Rating: High

The rating of this Site is High due to the total number of residential uses displaced on-site (11). This is the highest value of all the sites. In addition, this Site has the second highest number of total residential uses in the study area - 63 - of all the sites.

The potential conflict with the operations of the Coastguard Radio Communication Facility is considered as a potential land use conflict. The facility cannot be easily relocated and the potential disruption to Coastguard operations is considered undesirable.

4.0 PLANNING ANALYSIS OF SITE PLAN AREA C

4.1 Existing Local Context

Site C is bounded by Burnhamthorpe Road to the north and by Trafalgar Road to the west in the Town of Oakville. Figure 3 illustrates the Site Plan Area and surrounding land uses. As is the case with Sites A and B, the Site Plan Area and its surroundings are predominantly in agricultural use. There is a considerable degree of overlap between the Site C study area and the study areas of Sites A and B.

4.2 On-Site Land Use

Land uses on-site and in the study area are indicated in Table 3. The Site Plan Area contains a total of eight residential uses, four of which are associated with farm buildings. G&M Farms (Trafalgar Road) is on-site and includes a retail outlet for produce and flowers.

4.3 Existing and Future Land Uses in the Study Area

. Ninth Line and City of Mississauga

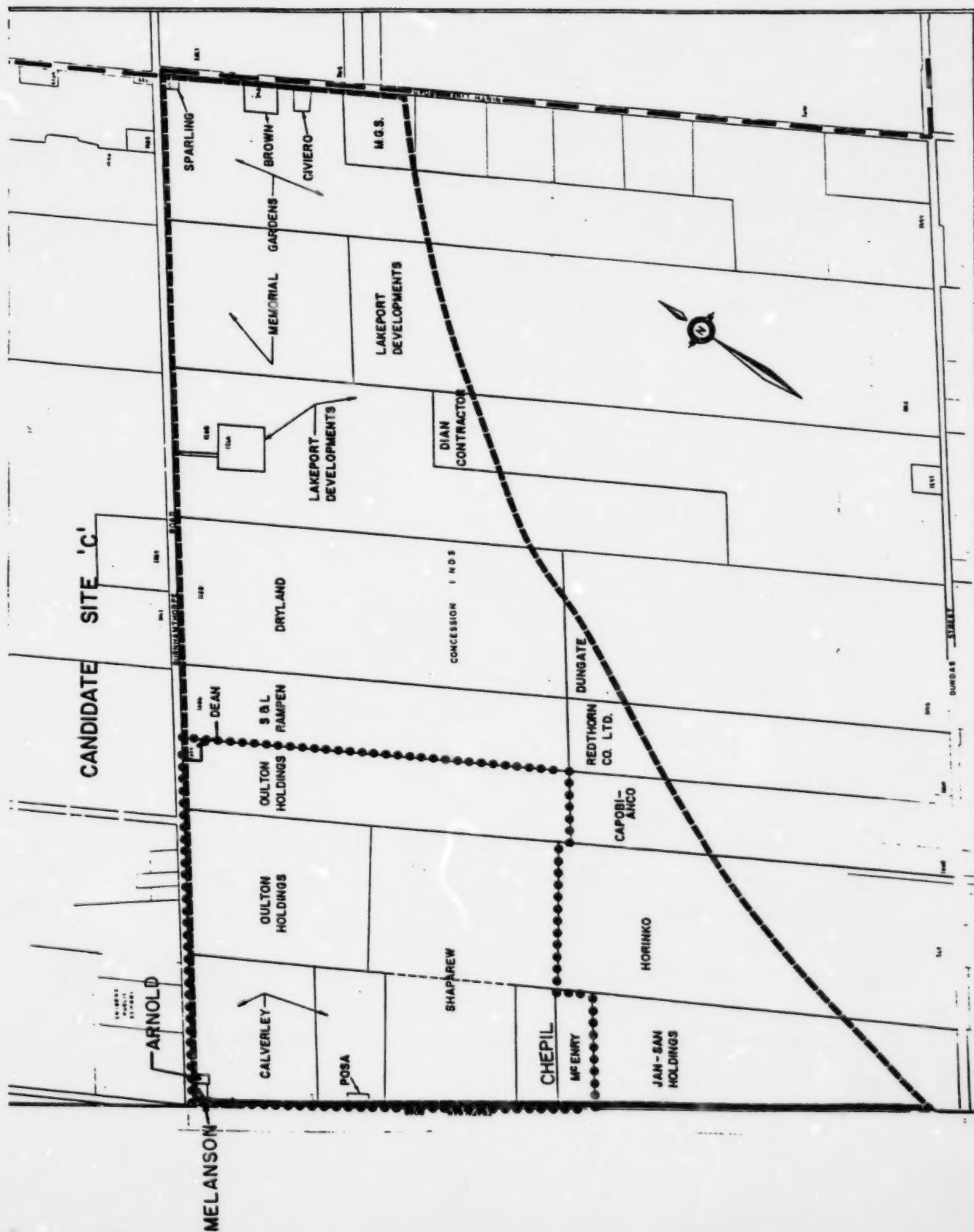
Ninth Line forms the boundary between the Region of Halton and the Region of Peel, approximately 1.6 kilometres east of Site C. There are two "home occupation" uses (dog breeding) near the intersection of Ninth Line and Burnhamthorpe Road.

The study area also includes areas in the City of Mississauga, as described under Site A above. The distance between the designated areas in Mississauga and Site C, and the buffering effects of Highway 403 and the Hydro corridor are not likely to result in adverse impacts.

The Glen Oaks Memorial Gardens Cemetery is located approximately 1.2 kilometres east of Site Plan Area C. The potential land use conflict with

TABLE 3
EXISTING AND FUTURE LAND USES ON-SITE
AND IN THE STUDY AREA

SITE 'C'	Residential	Residential Associated with Farm Buildings	Other Land Uses
<u>ON-SITE</u>			
Burnhamthorpe Road	3	-	
Trafalgar Road	<u>1</u>	4	G&M Farms - Commercial
Total	4	4	
<u>STUDY AREA</u>			
Burnhamthorpe Road (east of Sixth Line)	11	14	Ren's Feed & Supplies Welding Institute of Canada Slaughterhouse, boatbuilding business
Dundas Street (Hwy #5) (east of Sixth Line)	12	5	Munn's Church Munn's Cemetery Halton Animal Hospital Truck cap (pick-up business) Esso Gas Station Longo's Fruit Market Vegetable sales (roadside stand) Marc's Firewood Business
Sixth Line	14	2	Poultry house Proposed water reservoir
Trafalgar Road	7	1	Texaco Gas Station Trafalgar Memorial Hall Coastguard Radio Communications Facility Oakville Hydro Headquarters Kovacevich Air Conditioning Business Health Council Headquarters Parks & Recreation Operations Centre Oakville Public Works Depot Greenhouse, other farm buildings Small Hydro transformer
Ninth Line	2	2	Glen Oaks Cemetery Builder's yard
8th Line	20	1	Trans Canada Pipeline ROW (20m) Hydro ROW (160m) Dog Breeding
Total	<u>66</u>	<u>25</u>	



the cemetery use would be to Site A. In this case, the cemetery is located on the remaining half of the original Candidate Site.

. Dundas Street

The "Original Garden Centre" on Dundas Street is a commercial use approximately 1.2 kilometres southeast of the Site Plan Area.

There are a number of residential uses on Ninth Line, north and south of Dundas Street approximately 0.8 kilometres from the Site Plan Area.

A number of commercial uses, including Longo's Fruit Market, Halton Animal Hospital, a truck cap business, two service stations and an air conditioning business are located in the vicinity of Dundas Street and Trafalgar Road.

. Trafalgar Road

The Radio Telecommunications facility operated by Transport Canada lies opposite the southwest corner of Site C on Trafalgar Road. This facility is described in the analysis of Site B. It is possible that landfilling activities on Site C could cause similar disruption to radio communications through electrical interference, vibration or perimeter fencing.

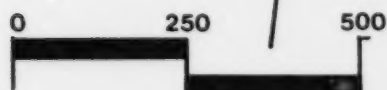
. Burnhamthorpe Road

The Welding Institute of Canada building would be directly opposite Site C. Potential impacts on this use are addressed in the technical report on social impact.

There are a number of residential and farm residential uses scattered along Burnhamthorpe Road throughout the study area, including the Medeiros farm complex which incorporates two commercial uses - a slaughterhouse and a boat building business.

FIGURE 3

SCALE 1:10 000



ACCESS
POINT

1080 m TO
DUNDAS STREET

TRAFALGAR ROAD

STREAM
DIVERSION

SERVICE
AREA

LOT 12
CONC IN

LOT 11
CONC IN

LOT 10
CONC IN

LANDFILL

STREAM
DIVERSION

BUFFER

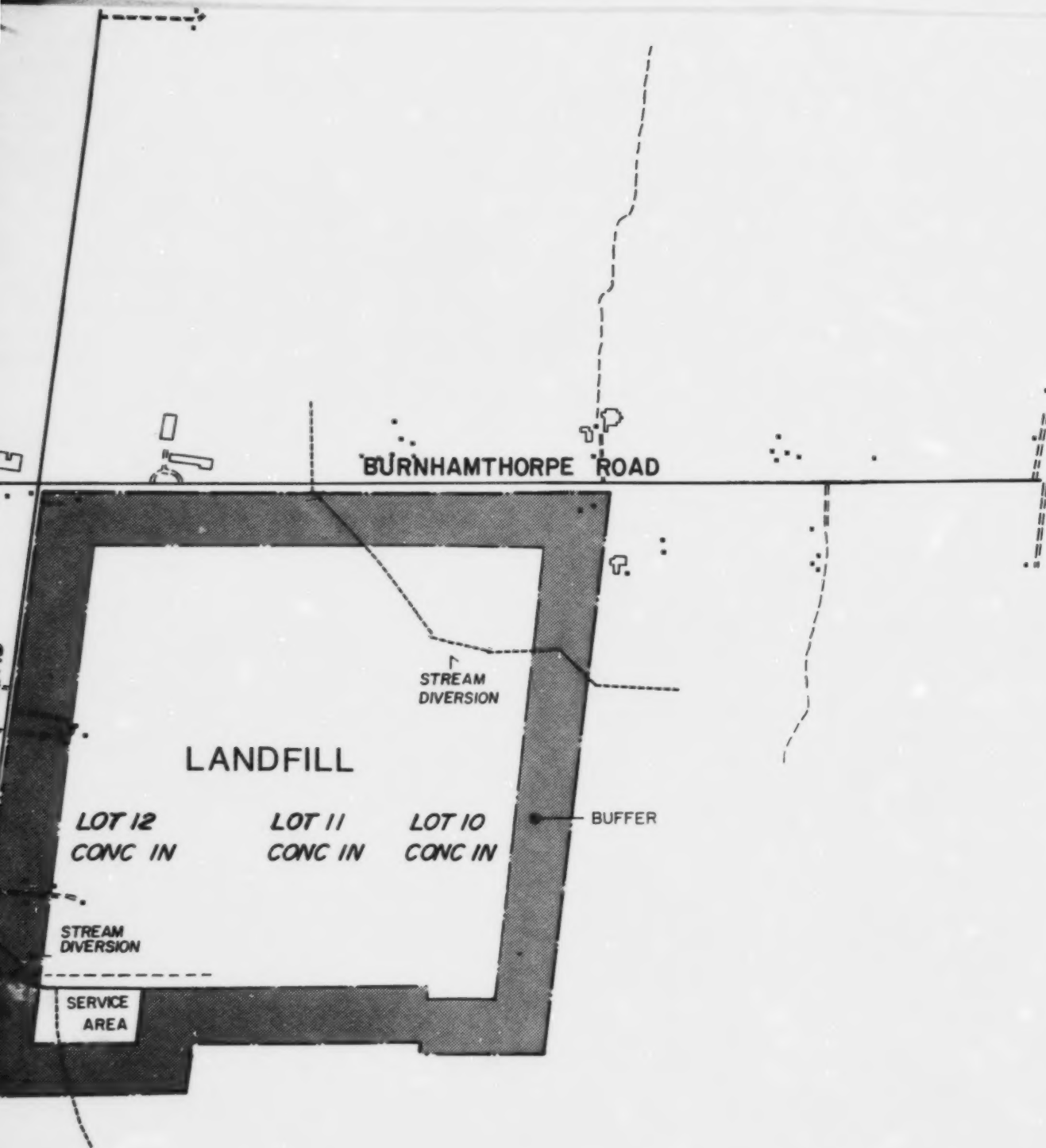
BURNHAMTHORPE ROAD

SITE C
PHASE 2 STAGE 2 C
SELECTION OF PREFERRED S

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LANDFILL COMPONENT OF HALTON'S
SOLID WASTE MANAGEMENT SYSTEM



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SITE C
PHASE 2 STAGE 2 C
SELECTION OF PREFERRED SITE

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4.4 Summary of Potential Land Use Conflicts - Site C

. On-Site

A total of eight residential uses would be relocated on Site C. This is the second highest number of displaced residences, and follows Site B in this regard.

. Study Area

While the Glen Oaks Memorial Gardens Cemetery is approximately 1.2 kilometres from Site Plan Area C, the presence of a landfill may be noticeable to cemetery visitors.

. Coastguard Radio Communications Facility

As is the case for Site B, the potential for disruption of radio signals must be regarded as a disadvantage with respect to Site C.

Overall Rating - High

The rating for Site Plan Area C is attributed to the possible interference with the Coastguard Radio Communications Facility and the Glen Oaks Memorial Gardens Cemetery.

5.0 PLANNING ANALYSIS OF SITE PLAN AREA D

5.1 Existing Local Context

Site D is situated in the Town of Milton, south of Britannia Road between First Line and Highway #25. Figure 4 illustrates the general Site Plan Area location. It is approximately 3.6 kilometres south of the Milton Urban Area. The predominant land use on-site and in the study area is agriculture.

5.2 On-Site Land Use

Land uses on-site and in the study area for Site D are included on Table 4.

There are a total of four residential uses on-site, three of which are associated with agricultural operations. There is a private airstrip (not licensed) on the northern part of the Site Plan Area. One residence was not occupied at the time of the land use survey, but the existence of the residence on the Miller-Figa Investments property was taken into consideration.

A Sun-Canadian oil pipeline (15.24 metre easement) is located at the northern boundary of the Site Plan Area.

5.3 Existing and Future Land Use in the Study Area

The study area for Site D includes a total of 73 homes, 29 of which are associated with farm buildings.

. Highway 25

Rural residential and farm residential uses are scattered along Highway 25 within the study area. The St. Clair Masonic Temple is located approximately 2 kilometres from the Site Plan Area on the outer fringe of the study area.

TABLE 4
EXISTING AND FUTURE LAND USES ON-SITE
AND IN THE STUDY AREA

SITE 'D'	Residential	Residential Associated with Farm Buildings	Other Land Uses
<u>ON-SITE</u>			
First Line	-	2	
Highway #25	<u>1</u>	<u>1</u>	Private airfield (not licenced) Sun Canadian pipeline ROW along north site boundary
Total	1	3	
<u>STUDY AREA</u>			
First Line	18	10	Sun Canadian pipeline along north site boundary Small Hydro transformer CNR line forms western boundary of study area
Highway #25	12	10	St. Clair Masonic Temple Cemetery associated with St. Clair Masonic Temple Other farm buildings
Lower Base Line	12	7	Other farm buildings
Britannia Road	<u>2</u>	<u>2</u>	'D&F Excavating' equipment store Boyne Community Hall
Total	44	29	Burlington Air Park (approx. 3.5km, 2.2 miles at nearest point)

CANDIDATE SITE 'D'

BRITANNIA ROAD

SANTAROSA

GOLDENBERG

MARTIN

DE PAOLI

TOMOSKY

ANTON DOLINAR

MARANGONI

MARTIN TIBOUT

RUDOLF VERRES ESTATE

WOMBAT INVESTMENT

MILLER-FIGA INVEST.

JELINEK

R. FORD

C. FORD

Concession 2

HIGHWAY No 25

First

LTD

Th Boyne Community Hall and an equipment store operated by D&F Excavating are located at the intersection of Highway #25 and Britannia Road. Four homes are located either opposite or very close to the Highway #25 frontage of the Site Plan Area.

. First Line and Lower Base Line

Residential uses are primarily located in the southern portion of First Line, north of Britannia Road. Five residences are located directly opposite the site on First Line.

Lower Base Line is approximately 1.2 kilometres south of Site D. The predominant land use is scattered rural residential development, and farming.

In addition, there are three special land use features outside the study area which should be addressed, as follows:

. Milton District Hospital

The Milton District Hospital is located on the south side of Derry Road on the southeast corner of Derry Road/First Line. The distance between the Hospital and Site D is approximately 3.2 kilometres.

. Niagara Escarpment

Mount Nemo lies approximately 5.5 kilometres from Site D, and Rattlesnake Point lies approximately 6.0 kilometres from the Site. The presence of the landfill at this distance will not likely have any direct impact on these areas in terms of affecting the recreational land use. A more detailed assessment of the Escarpment feature is included in the visual impact assessment.

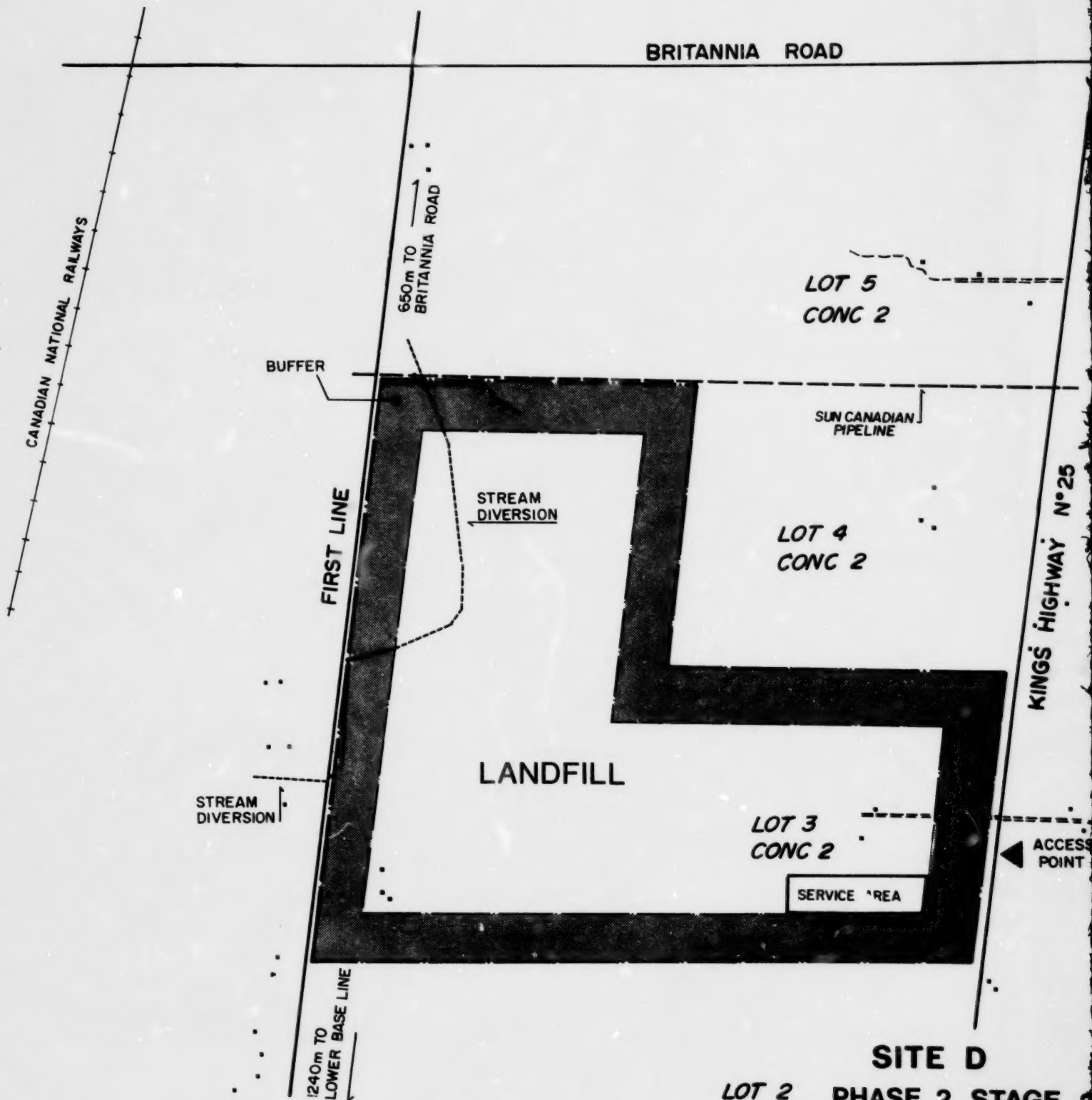
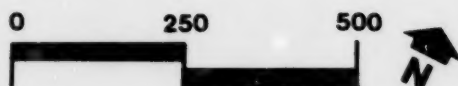


FIGURE 4

SCALE 1:10 000



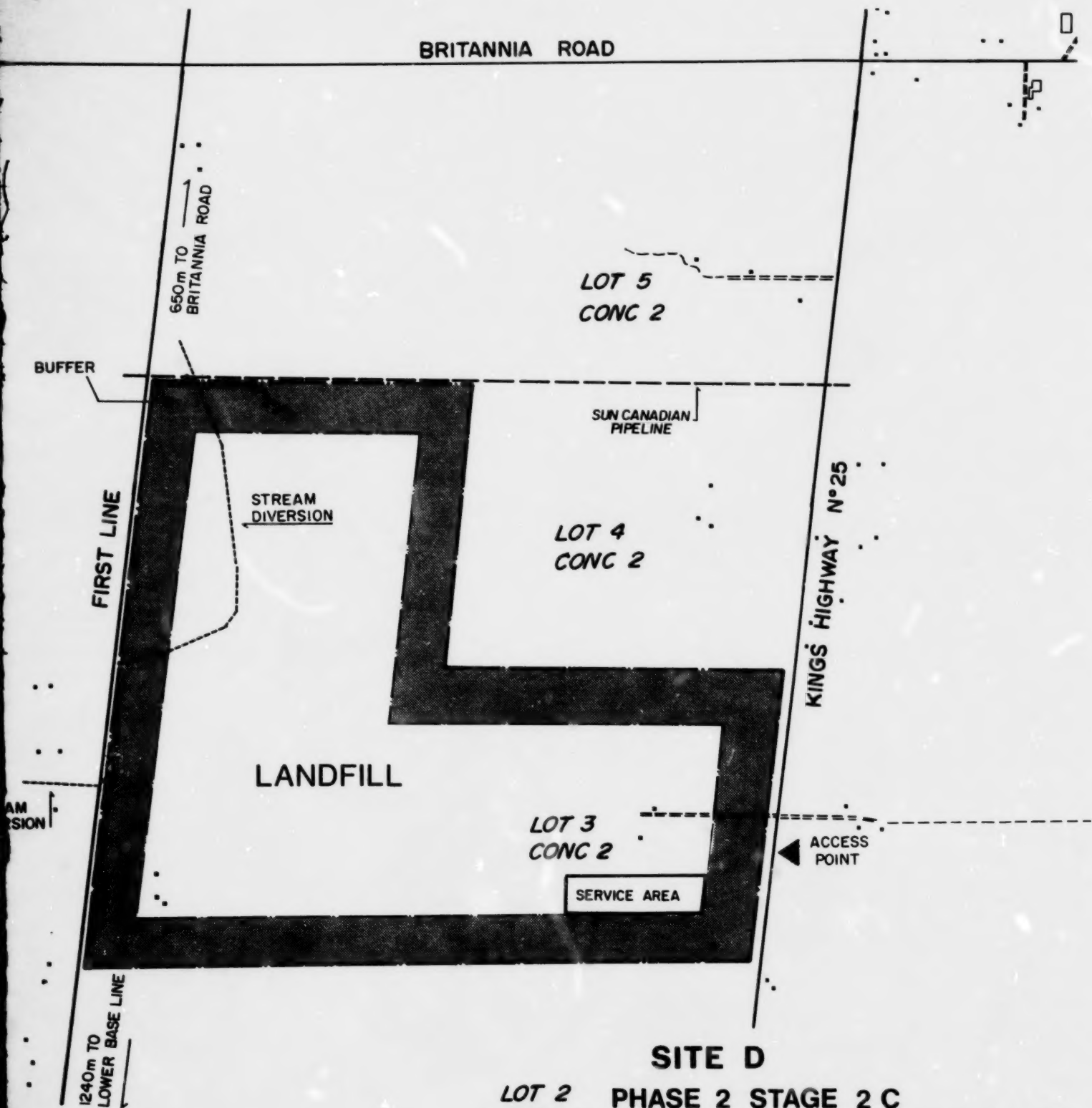
LOT 2
CONC 2

SITE D
PHASE 2 STAGE 2
SELECTION OF PR

ENVIRONMENTAL ASSE
LANDFILL COMPONENT
SOLID WASTE MANAG



Walker Wright Young & Associates

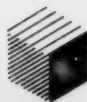


SITE D

LOT 2
CONC 2

PHASE 2 STAGE 2 C SELECTION OF PREFERRED SITE

ENVIRONMENTAL ASSESSMENT OF THE
LANDFILL COMPONENT OF HALTON'S
SOLID WASTE MANAGEMENT SYSTEM



Walker Wright Young Associates Limited

FIGURE 4

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. Burlington Air Park

The Burlington Air Park is licenced by Transport Canada and provides a base for some 95 aircraft, a flying school and an air cadet training centre.³ It is approximately 3.5 kilometres south of Site D, on Bell School Line.

Potential conflicts between airports and land uses which generate increased numbers of birds are dealt with in Guideline AK-75-10, 'Airport Operations and reduction of Bird Hazards', prepared by Transport Canada (August, 1977). The guideline states that: "Garbage dumps should not be located within 5 miles of an airport." While this document has no status in terms of legislation, some potential bird hazards to aircraft may nevertheless exist at Site D.

A technical report was prepared by the firm of LGL Limited with respect to potential bird hazards of a landfill in the vicinity of Site E.⁴ This area was situated approximately 1.8 kilometres north of the Burlington Air Park. The Conclusions section of the LGL Limited report may be summarized as follows:

- . A landfill would generate large numbers of gulls which would fly over Burlington Airpark or through its approach and climb-out paths at least twice a day.
- . Other birds may occasionally fly through approach and climb-out paths.
- . Light piston-powered aircraft can more easily avoid bird strikes, and are less seriously affected by collisions than jet or turbine-powered aircraft. (Burlington Air Park is only used by light piston-powered aircraft.)

³ Letter from V. Kovachick (airport owner and operator), February 16, 1983.

⁴ "Regional Landfill Site: Potential Bird Hazards to Aircraft," LGL Limited, December 1978.

- . The risk of bird strikes at Burlington Air Park would be increased with the introduction of a landfill, although "even after the establishment of a landfill a serious collision will be unlikely".⁵
- . Although a number of measures can be taken to minimize the number of birds attracted to the landfill site, they cannot be entirely eliminated and the risk to aircraft would still be higher than at present.
- . It would be dangerous to expand the Burlington Air Park to accept turbojet or turbofan aircraft during the period of operation of a landfill.
- . A location to the south or west of the Burlington Air Park would be safer.

5.4 Summary of Potential Land Use Conflicts - Site D

The current pattern of land uses in the vicinity of the Site Plan Area is expected to remain stable for the foreseeable future. Encroachment of the Milton Urban Area in the direction of the Site is limited by Official Plan policies and by limitations on servicing capacity in the Town. Future expansion of the designated Urban Area is more likely to take place in the eastern part of the Town. It is therefore unlikely that landfilling on Site D would cause significant reduction in development opportunities in Milton or the study area.

. On-Site

The agricultural and social impacts of the displacement of existing uses on the site are dealt with primarily in the Social Impact Assessment Technical Report and Agricultural Assessment Technical Report. No additional impacts are foreseen from a land use perspective other than a minimal reduction of housing in the rural area south of Milton.

⁵ Ibid. page iii, Conclusions.

. Study Area

The agricultural, social, noise and visual impacts of a landfill on the Site D Study Area are addressed in separate technical reports prepared for Stage 2C.

. Milton District Hospital

A landfill on Site D would have no impact on the actual use of the Milton District Hospital, nor on its potential for future expansion. The distance of over 3.2 km between the two locations is sufficient to insulate the hospital from any impact on land use.

. Niagara Escarpment

Notwithstanding any visual concerns, the use of Site D for landfilling is considered unlikely to threaten the nature and extent of land use in the conservation areas of Mount Nemo and Rattlesnake Point.

. Burlington Air Park

There is some potential land use conflict at Site D with the Burlington Air Park. This potential conflict arises due to the birds, especially gulls, which a landfill would generally attract to the area and the related increased risk of incidents involving collisions between birds and aircraft.

While the LGL report was prepared for a proposed landfill location in the vicinity of Site E, approximately 1.6 km from Site D, it may be assumed that the general conclusions of the report will continue to apply. Site D is located to the northeast, and not to the south or west of the Air Park.

The mitigation of the potential bird hazard to aircraft would likely involve relocation of the Air Park if Site D were selected as the preferred site. This level of mitigation is not considered feasible due to the

inconvenience and general expense to the owner. Therefore, it must be concluded that some impact on the Air Park will remain with the proposed location of the Site Plan Area D.

The potential for interference with the safety of flight operations from Burlington Air Park is considered to be a significant land use impact. It is possible to minimize risk through proper management of a landfill site to reduce its attraction to birds and the possible use of birds of prey; however, the latter method is particularly costly and the risk would still be higher than it is at present.

Overall Rating: Moderate-High

The rating of Site Plan Area D is Moderate-High, taking into consideration the potential land use conflict with the Burlington Air Park, and the lack of a reasonable mitigation option. In addition, the rural character of the area is likely to remain relatively stable in view of local and regional planning policies (see also Section 9).

6.0 PLANNING ANALYSIS OF SITE PLAN AREA E

6.1 Existing Local Context

Site E is located in the Town of Milton, between Tremaine Road and Bell School Line and to the north of Britannia Road. Figure 5 illustrates the general location of the Site Plan Area. The study area for this Site Plan Area shares its boundary along the CN Rail line to the east with the study area for Site D, which lies a little more than 1.6 kilometres to the east. The urban area of Milton is situated approximately 2 kilometres to the north of Site E.

6.2 On-Site Land Use

The primary land use on the site is agriculture; however, the use of Site E for landfilling would displace three houses, two of which are associated with farm buildings. Site E and Site A have the same number of residences on-site that would be displaced. The total number of residences is three. Table 5 includes a detailed description of land uses on-site and in the study area.

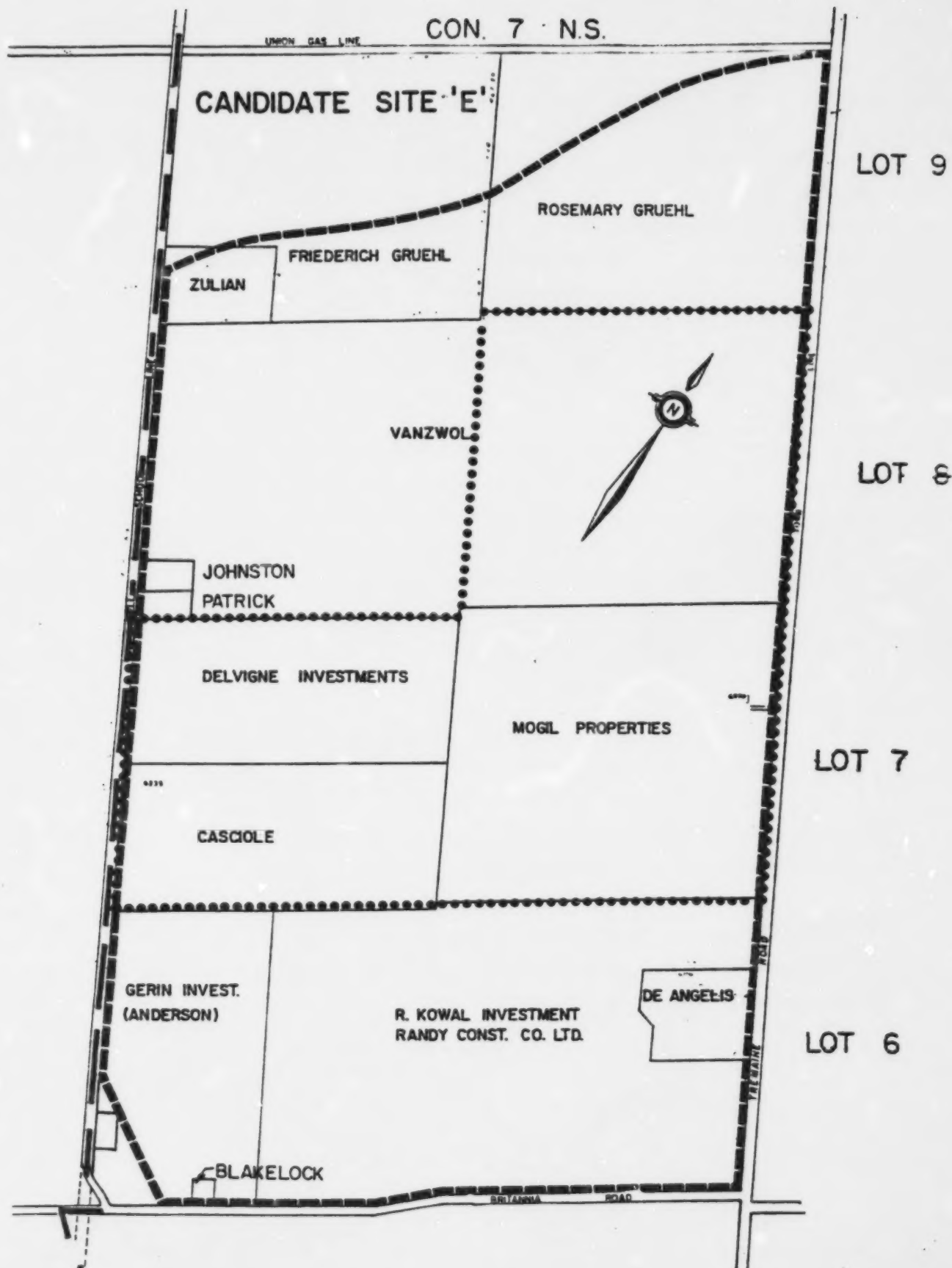
6.3 Existing and Future Land Use in the Study Area

The predominant land use in the study area is agricultural. There are thirty-six houses lying within the study area, seventeen of which are associated with agricultural buildings. These include a number of houses which lie near the intersection between Derry Road and First Line - the remainder are scattered along First Line, Tremaine Road and Britannia Road. There is also an auto repair yard within the study area on First Line. Only one house - on Tremaine Road - would lie directly opposite the site.

There are three features in this locality which lie outside the Study Area, but which should be considered for possible land use impacts.

TABLE 5
EXISTING AND FUTURE LAND USES ON-SITE
AND IN THE STUDY AREA

SITE 'E'	Residential	Residential Associated with Farm Buildings	Other Land Uses
<u>ON-SITE</u>			
Bell School Line	1	-	
Tremaine Road	<u>-</u>	<u>2</u>	
Total	1	2	
<u>STUDY AREA</u>			
Derry Road	6	3	
Britannia Road	5	2	
Bell School Line	7	5	
Tremaine Road	<u>3</u>	<u>7</u>	Auto repair yard
Total	21	17	Union Gas pipeline runs east-west to north of candidate site Proximity to Burlington Air Park; approximately 2.2 km (1.4 miles) at nearest point



. Milton District Hospital

Site E lies approximately 1.9 km from Milton District Hospital, which is situated on the southern edge of the Milton urban area. This is less than the 3.2 km between Site D and the Hospital; however, it still represents a significant distance. The boundary of the Candidate Site E identified in the Stage 2B analysis lay somewhat closer to the hospital than the Site Plan Area boundary as now defined.

. Niagara Escarpment

While potential visual impacts on views from the Niagara Escarpment with respect to Sites D and E are addressed in the Visual Assessment Technical Report, potential impacts on the two conservation areas at Rattlesnake Point and Mount Nemo, which are popular viewing areas on the Escarpment, should be addressed from the land use perspective.

Site E lies 2.25 kilometres from Rattlesnake Point and 3.0 kilometres from Mount Nemo, and a landfill on the site would be visible from both locations.

. Burlington Air Park

The distance between Site E and Burlington Air Park is 1.8 kilometres, approximately one-half of that identified for Site D.

The potential for increased hazard to flying activities related to Burlington Air Park caused by possible collisions between aircraft and birds is discussed with respect to Site D.

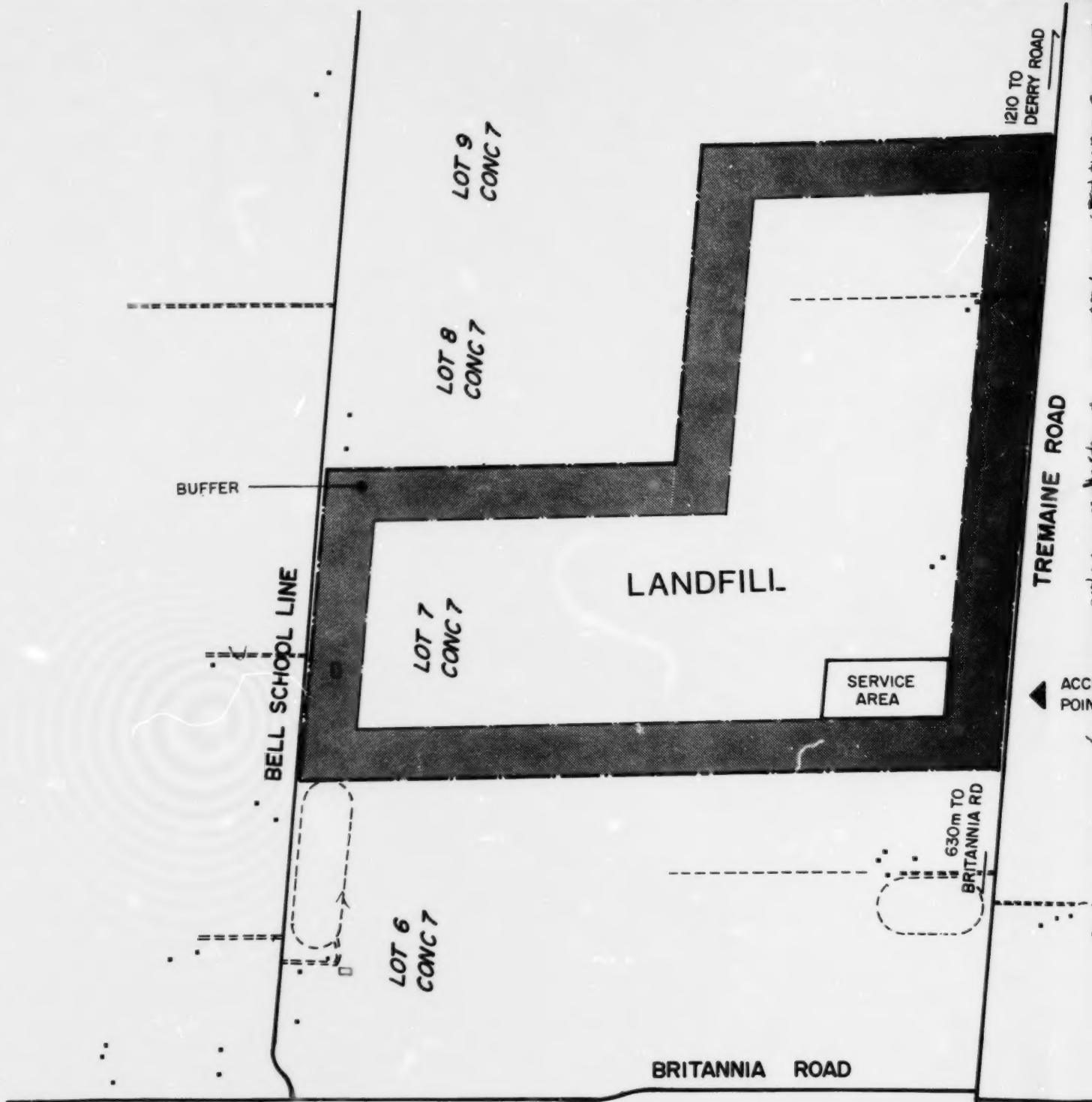
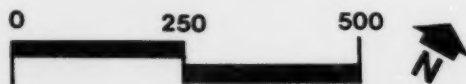


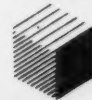
FIGURE 5

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SITE E **PHASE 2 STAGE 2** **SELECTION OF PR**

ENVIRONMENTAL ASSE
LANDFILL COMPONENT
SOLID WASTE MANAG



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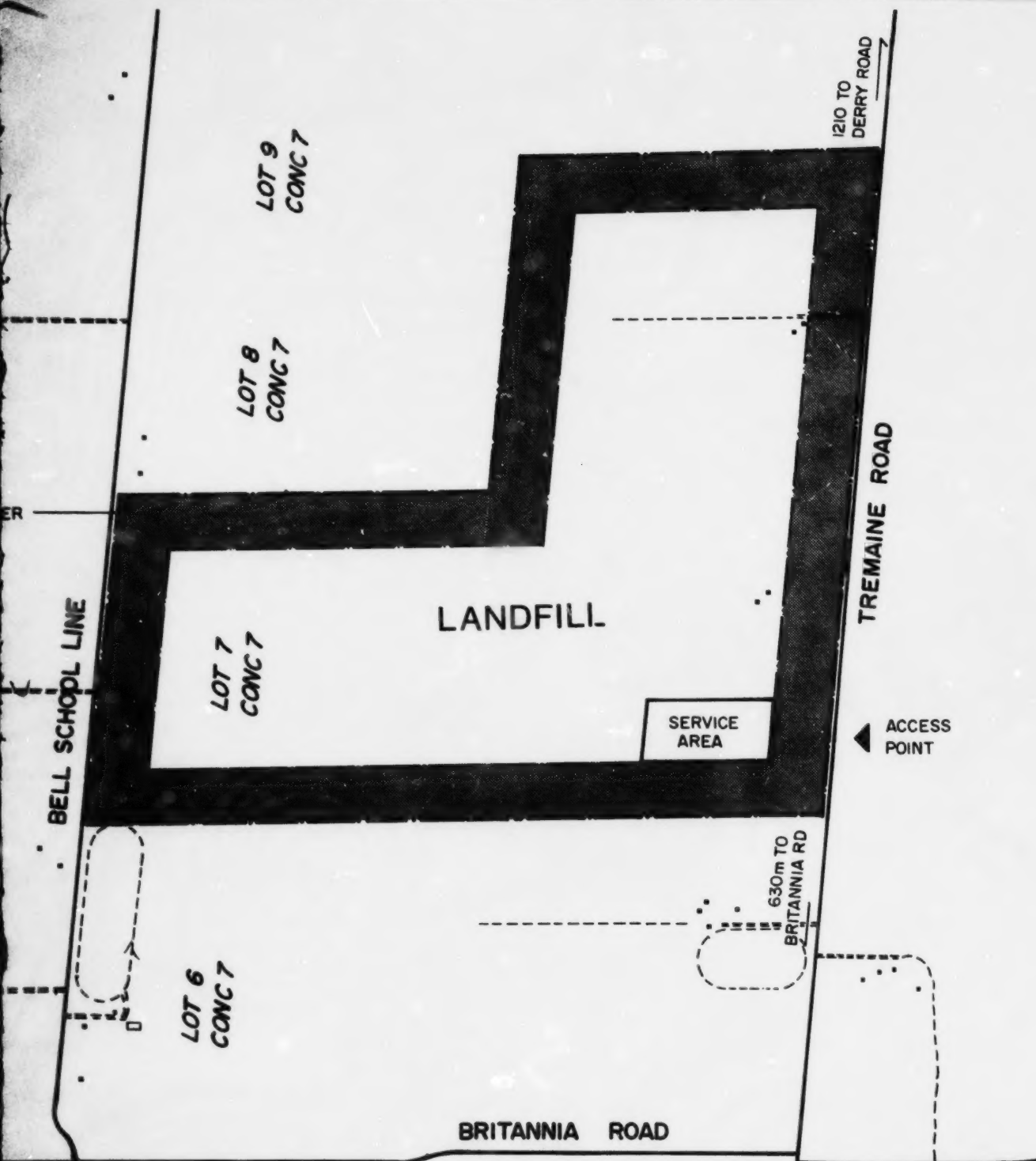
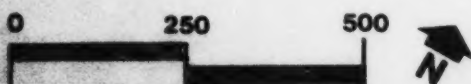


FIGURE 5

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SITE E **PHASE 2 STAGE 2 C** **SELECTION OF PREFERRED SITE**

ENVIRONMENTAL ASSESSMENT OF THE
 LANDFILL COMPONENT OF HALTON'S
 SOLID WASTE MANAGEMENT SYSTEM



Walker Wright Young Associates Limited

6.4 Summary of Potential Land Use Conflicts - Site E

The general principles discussed with respect to future land use around Site D also apply to Site E. To summarize, the current pattern of land uses around the site is expected to remain stable with or without the introduction of a landfill site. It is not anticipated that the Milton Urban Area will expand in the direction of the site.

Site E lies approximately 1.6 km closer to the urban area than Site D at 1.9 km. Nevertheless, this distance is considered adequate in terms of preventing impacts on land use.

. On-Site

The agricultural and social impacts of the displacement of existing uses on Site E are addressed in separate Technical Reports. No additional impacts are foreseen from a land use perspective other than a minimal reduction of the housing stock in the rural area south of Milton.

. Study Area

The agricultural, social, noise and visual impacts of a landfill on the Site E study area are addressed in the appropriate Technical Reports.

. Milton District Hospital

The distance of 1.9 km between Site E and the Hospital is considered sufficient to prevent impacts on the use of the Hospital or on potential for future expansion.

. Niagara Escarpment

The use of Site E for landfilling is considered unlikely to threaten the nature and extent of land use in the conservation areas of Mount Nemo and Rattlesnake Point.

. Burlington Air Park

While the extent of any possible hazard may be related to the location of the flying 'circuit' around the Air Park and the flight lines of birds as well as to overall distance, it is probable that, in general, the potential hazard would increase with greater proximity to the landfill.

The potential for interference with the safety of flight operations from Burlington Air Park is considered to be a significant land use impact which cannot be fully mitigated. Because the distance between the site and the airport is somewhat less than for Site D, impact is considered to be greater.

Overall Rating: High

The rating of Site Plan Area E is High, taking into consideration the relatively closer proximity of the Site area to the Burlington Air Park and, therefore, the potential land use conflict and lack of a reasonable mitigation option. In addition, the rural character of the area is likely to remain relatively stable in view of local and regional planning policies (see also Section 9).

7.0 PLANNING ANALYSIS OF SITE PLAN AREA F

7.1 Existing Local Context

The site is located in the City of Burlington, to the north of Highway #403 and to the west of King Road. (See Figure 6.) It is unique in being the only "quarry" Site among the alternatives under consideration, and in being the only Site which is located in a more urban context. At the same time, the Site and study area have a relatively low intensity of existing development. The southern boundary of the study area is formed by the east-west CN rail line, and to the south of this lies further urban development which is located around Plains Road.

To the west of the study area there is an area of housing located around Waterdown Road. To the east, the community of Tyandaga lies north of Highway #403. Both areas are outside the study area for this Site.

7.2 On-Site Land Use

The southern part of Site F is licenced as a quarry by the Ministry of Natural Resources. The licence permits the landowner, National Sewer Pipe Limited, to extract shale, although little extraction activity has taken place to date, on these lands.

The northern part of Site F, which consists of approximately 12% of the total Site area, is under separate ownership and is vacant land.

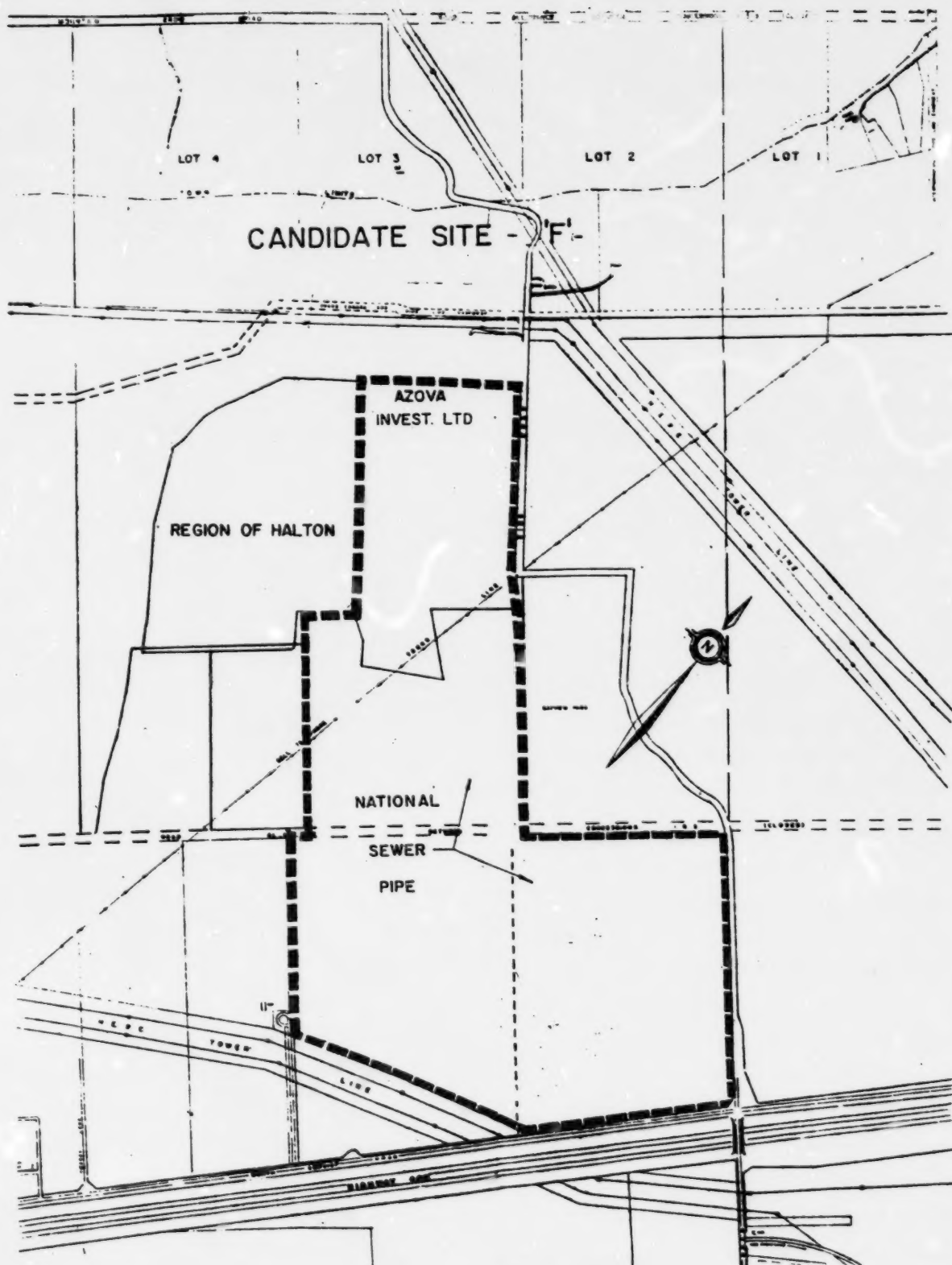
There are no buildings on the Site.

7.3 Existing and Future Land Use in the Study Area

The existing Burlington Landfill Site is located immediately to the west of Site F; and Bayview Park, which is a rehabilitated landfill site, lies to the east on the opposite side of King Road. Facilities associated with Bayview Park include a horse riding ring, the Burlington Rod and Rifle Club, and the Model Aircraft Club, as well as the passive park function.

TABLE 6
EXISTING AND FUTURE LAND USES ON-SITE
AND IN THE STUDY AREA

SITE 'F'	Residential	Residential Associated with Farm Buildings	Other Land Uses
<u>ON-SITE</u>			
	0	0	Licensed shale extraction
<u>STUDY AREA</u>			
North Service Road	2	1	Tridon industrial complex Cumis office/industrial complex Proposed commercial/office complex at North Service Road/Kerns Road (Reimer)
King Road	4	-	Burlington Hydro transformer station Industrial buildings (5) Bayview Park Burlington Rod & Rifle Club Communications mast
Mountain Brow	-	2	
Rennick Road	3	-	
Old Waterdown Road	<u>5</u>	<u>1</u>	
Total	14	4	CN Rail line forms south boundary of study area. Hydro corridor forms part of southwest boundary of site. Existing Burlington Landfill site



The southern boundary of the Site is formed by a Hydro corridor (the Mount Hope transmission line) and by the right-of-way for the North Service Road and Highway #403. The north boundary of the Site lies at the foot of the Niagara Escarpment, and the land in this area is vacant. Table 6 includes a detailed description of land uses on-site and in the study area.

. Mountain Brow Road

The Mountain Brow Road lies outside the study area; however, it provides access to Woodhill Farm (two residences) which is approximately 0.5 kilometres from the Site. The Burlington-Guelph hydro transmission divides Woodhill Farm and the Site Plan Area.

. King Road

Four houses are situated on King Road to the north of Site F; the nearest is located approximately 0.3 kilometres away. All of these houses lie to the north of the Burlington-Guelph transmission line.

All of the development which lies south of Highway #403 and north of the CNR line, which forms the southern boundary of the study area, is accessible from King Road. This development comprises a vehicle service station and a number of large scale industrial uses, as well as an extensive Hydro sub-station lying to the east of the Site.

. North Service Road

The study area boundary extends east of the Site along North Service Road to include the east side of the Brant Street intersection. That part of North Service Road lying to the east of Site F is free of development with the exception of three farm residential uses lying between Kerns Road and Brant Street. To the west of Site F, two large office/industrial complexes (Tridon, Cumis) are located near the study area boundary, but outside the study area.

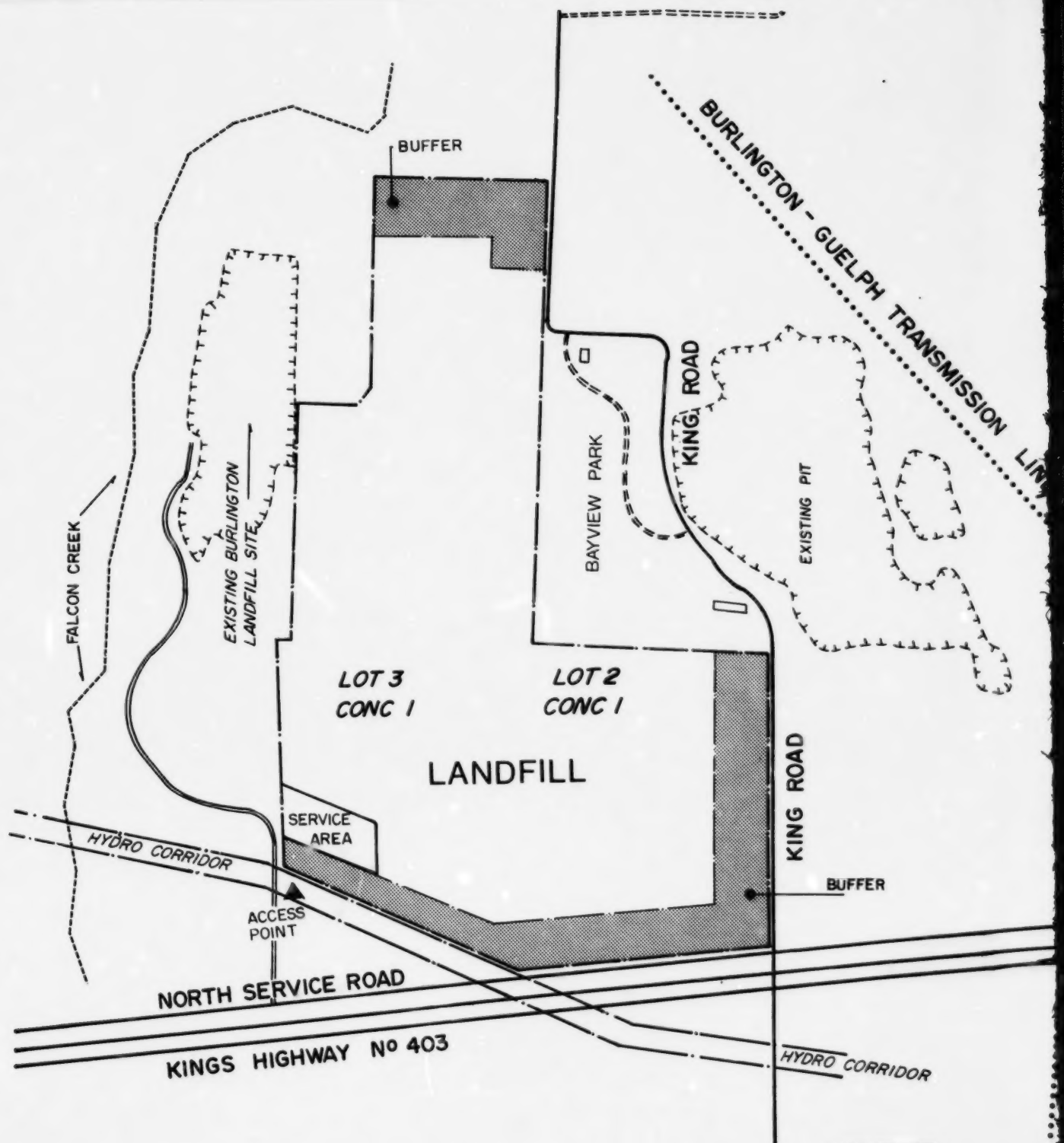
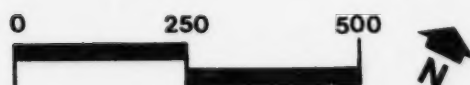


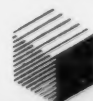
FIGURE 6

SCALE 1:10 000



**SITE F
PHASE 2 STAGE 2
SELECTION OF PROPOSED**

**ENVIRONMENTAL ASSESSMENT
LANDFILL COMPONENT
SOLID WASTE MANAGEMENT**



Walker Wright Young

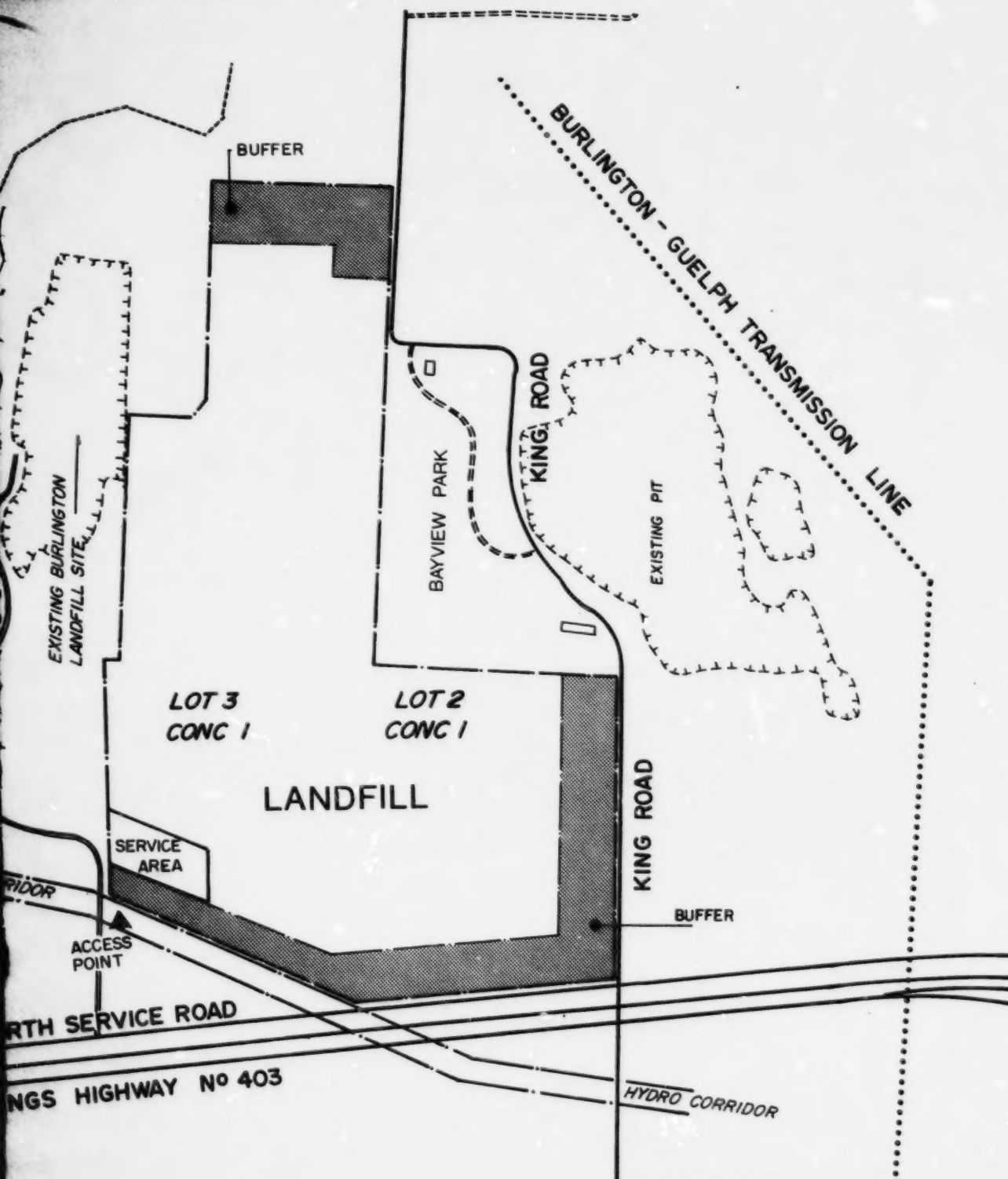
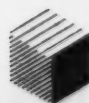


FIGURE 6

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SITE F **PHASE 2 STAGE 2 C** **SELECTION OF PREFERRED SITE**

**ENVIRONMENTAL ASSESSMENT OF THE
 LANDFILL COMPONENT OF HALTON'S
 SOLID WASTE MANAGEMENT SYSTEM**



Walker Wright Young Associates Limited

. Rennick Road/Old Waterdown Road

Both these roads lead from Waterdown Road, which lies outside the study area. Rennick Road provides access to houses which lie within the study area approximately 1 kilometre from the Site. A Hydro corridor lies between the houses and the Site.

Old Waterdown Road provides access to Burnside Farm, which has two associated residential uses and lies approximately 0.8 kilometres from the site. All uses are outside the Study area.

7.4 Summary of Potential Land Use Conflicts - Site F

The parts of the Burlington Urban Area which lie within the study area comprise land lying between Highway #403 and the C.N.R. line to the south, and a small area to the east which lies adjacent to the developed part of the Tyandaga Community.

The land lying between Highway #403 and the CNR line is designated 'Industrial'. The area to the east of King Road is developed with industrial uses, and the area to the west of King Road is vacant. There are currently no planning applications under review for industrial uses on the vacant land.

The land along the east edge of the study area falls partly within the Tyandaga community; the remainder, lying nearest to North Service Road, is designated Industrial. Land to the west of the existing residential area was identified by the City of Burlington as forming part of a residential community, but not under application⁶ in 1982. No application for residential development has so far been submitted. Only a small portion of this land lies within the study area.

⁶ "Urban Development Staging Study for the City of Burlington, Phase 1 Report", December, 1982.

A rezoning of land lying on the edge of the study area to the north of North Service Road has recently been approved to permit mixed industrial and commercial use.

. Highway and Utility Corridors

The existing Mount Hope transmission line and Highway #403 right-of-way which form the southern boundary of Site F serve to provide a barrier between the Site and areas to the south and are themselves compatible with landfill use.

The CN Rail line to the south of Highway #403 provides additional buffering from the Burlington urban area to the south.

The Burlington-Guelph transmission line, which passes through the study area, is also compatible with landfill use and provides a buffer between the Site, and the Tyandaga Community and residential uses in the northern part of the study area.

. The Burlington Landfill Site and Bayview Park

A new landfill on Site F would not be incompatible with the existing Burlington landfill; although some conflict may occur in the future if the existing Burlington site is to be made accessible to the public once it has been closed and rehabilitated.

The use of the Burlington Rod and Rifle Club on Bayview Park is unlikely to be influenced by a landfill on Site F, although other uses of the park may become less attractive to the public. The Social Impact Assessment Technical Report recommends that facilities associated with Bayview Park be re-located, because it would not be possible to mitigate impacts which would be generated by an adjacent landfill. Bayview Park is not considered a severe land use conflict.

The proposed industrial/commercial use on North Service Road and the potential residential development near Rennick and Old Waterdown Roads and in the Tyandaga Community would be located on the periphery of the study area. On the basis of information provided with respect to other assessments prepared for Stage 2C, the use of Site F for landfilling is considered unlikely to prejudice the potential for future use of these lands. In particular, the extent of tree cover in the study area and the presence of existing buffering in the form of Hydro corridors would provide a separation.

The vacant area designated for industrial use which lies south of Highway #403 lies closer to the Site than the above peripheral areas. The existing Mount Hope transmission line and Highway #403 would separate the Site from this area, and industrial use is not considered as sensitive to landfill operations.

A summary of land uses for all Site Plan Areas is shown on Table 7.

Overall Rating: Low

The rating for Site Plan Area F is Low. There are no potential land use conflicts anticipated from the land use perspective.

TABLE 7
HALTON ENVIRONMENTAL ASSESSMENT
STAGE 2C - SELECTION OF PREFERRED SITE
SUMMARY OF EXISTING LAND USES ON-SITE AND IN THE STUDY AREA

ON-SITE	A	B	C	D	E	F
Rural Residential	1	7	4	1	1	0
Residential with Farm Bldgs.	2	4	4	3	2	0
TOTAL RESIDENTIAL	3	11	7	4	3	0
Shale Quarry	-	-	-	-	-	1
Private Airstrip (non-licenced)	-	-	-	1	-	-
Industrial/Commercial	p*	1	1	-	-	-
Linear Utilities, Hydro corridor, pipelines		-	p	p	-	p
STUDY AREA						
Rural Residential	49	63	66	44	21	14
Residential with Farm Bldgs.	33	15	25	29	17	4
TOTAL RESIDENTIAL	82	78	96	73	38	18
Commercial	2	9	7	-	-	-
Industrial	1	7	1	-	-	3 complexes
Institutional	1	1	7	2	-	1
Cemetery	1	1	2	-	-	-
Canadian Coastguard Tower	-	1	1	-	-	-
Transformer Station	1	-	-	-	-	1
Open Space (park)	-	-	-	-	-	1
Private Airstrip (non-licenced)	-	-	-	1	-	-
Special Uses:						
Burlington Air Park (licenced)	-	-	-	3.5 km	1.8 km	-
Milton District Hospital	-	-	-	3.5 km	1.9 km	-
Rattlesnake Point/Mt. Nemo	-	-	-	6.0 km	2.25 km	-
				5.5 km	3.0 km	-

*Utilities present.

8.0 AFTER-USE/CONCURRENT USE OF LANDFILL SITES

The purpose of this section is to review the possible generic and site-specific options for after-use and concurrent rehabilitation of the Site Plan Areas. The analysis also includes a review of current engineering practices and legislation for the re-use of landfill sites. Consideration of after-uses and/or concurrent use of the Site Plan Areas is considered in the context of existing and future land uses and land use policies.

The provincial authority to control after-use of landfill sites is contained in the Environmental Protection Act as follows:

"No use shall be made of land or land covered by water which has been used for the disposal of waste within a period of twenty-five years from the year in which such land ceased to be so used unless the approval of the Minister for the proposed use has been given."
(Section 45)

The above-noted time period of 25 years is currently under review by the Ministry of Environment with consideration being given to the control of landfill site uses in perpetuity rather than the current specified time period.⁷ Landfill sites are currently being designated in Official Plans for the purpose of restricting future use. Examples of recent plans include the City of Barrie Official Plan and the Town of Halton Hills Official Plan.

In conjunction with the legislative requirement noted above, the Region of Halton Official Plan solid waste management policies indicate that landfill sites are considered interim uses as follows:

"D.3.8 View the use of land for landfill during the operational life of the site as an interim use, until

⁷ Walker, Wright, Young Associates Limited, meeting with Joe Petoia, Municipal Waste Management Policy Section, Ministry of the Environment, June 21, 1984.

such time as the land is rehabilitated in accordance with the long term end uses suggested by local Plans, and in accordance with the requirements of the Ontario Ministry of the Environment."

The approach to landfill sites as an interim use has also been adopted by the Town of Oakville Official Plan, approved in December 1984.

Specifically, Section 8.2(c) states as follows:

"The operational life of any landfill site shall be determined by a site specific Zoning By-law. The sanitary landfill site designation shall always be an interim land use which will revert to either an agricultural or open space designation once the landfill operation has been completed."

The Burlington Official Plan Amendment No. 49 and the Milton Official Plan do not include specific policies related to the after-use of landfill sites.

The identification of generic after-use and/or concurrent rehabilitation options in Stage 2C is important to reinforce the interim use of the landfill site. Given the projected 20 year planning period for Halton's solid waste management system, it is important that after-use concepts be flexible to respond to changes in provincial and municipal policies, the possible introduction of new after-use technologies and changing local needs during the planning period.

The primary form of after-uses includes open space, recreation, and agricultural rehabilitation for reasons discussed below. The concept of after-use vs. concurrent use can be simplified as the rehabilitation following the operational life of the landfill site vs. progressive rehabilitation during successive stages during the operational life of the Site.

A significant advantage of the progressive rehabilitation approach is that persons affected by the landfill can expect partial rehabilitation of the

landfill site as landfilling continues. This approach could permit concurrent use of the site for other purposes. The progressive rehabilitation process could occur on-site in stages, depending on the scale of the facilities to be introduced, the rate at which landfilled land becomes available, and the economies of scale to be gained from dealing with parcels of a certain size.

As an example of possible concurrent use in Halton, the Halton Regional Museum has suggested possible relocation of its facilities to the new regional landfill site, wherever it may be. Such a facility would operate concurrently with the landfill, and may act as a catalyst for the development of other related facilities.⁹ Further, progressive rehabilitation has been incorporated in the plans for the Kil-Cona landfill site in Winnipeg, Manitoba. A nine-hole golf course, man-made lakes, a sailing club house and other recreational facilities have already been built adjacent to the active landfill site. It is intended that the landfill will be rehabilitated for park and recreation use and will eventually be integrated with the existing recreational facilities.

The range of possible after-uses and concurrent uses is governed by constraints due to landfilling operations, such as the generation of methane gas, settlement and leachate production. Each of these elements is discussed below.

8.1 Engineering Practice

. Gas Generation and Migration

The anaerobic decomposition of solid waste in a landfill generates a mixture of gases which includes methane. It is possible for such gases to migrate off the sanitary landfill site, although the extent of this migration depends on the composition of the waste, the permeability of the

⁹ Mr. E. Buchner, Curator, Halton Regional Museum. Memorandum of May 23, 1984, Conversation with E. Buchner, July 16, 1984.

waste and surrounding soil, and the thickness of depth of landfill below grade.¹⁰ Problems which may arise as a result of gas migration are shown below.

- . the accumulation of a potentially explosive mixture of gases in confined spaces such as the basements of buildings (because gas tends to flow along the line of least resistance, utility trenches may act as a selective path of gas migration);
- . the generation of odours;
- . the displacement of oxygen from surface soil, thus killing or retarding the growth of vegetation;
- . possible corrosive effects on service installations or building foundations.

The monitoring of gas production and migration, and gas control, such as containment, venting or burning of gas would be included as part of the final landfill design.

Vented gas has also be used as a fuel for heating or for industrial processes, or used for generating electricity, although the practicality of utilizing it in these ways is reliant upon the proper set of circumstances occurring at the opportune time.

The Ministry of the Environment currently discourages construction on all landfilled areas of facilities and structures which would allow the

¹⁰ Interim Guidelines For The Use Of Land Adjacent To Or On Completed Landfilled Areas, Ministry of the Environment, August 1981 (under review).

accumulation and migration or transmission of landfill gas. Residential developments on landfilled areas will not be considered under any circumstances.¹¹

. Leachate Generation

The production of leachate is generally a less significant constraint than gas, as it will generally drain down to the lower part of the landfill and is treated within the site itself. Leachate may, however, be corrosive in contact with service and utility installations or building foundations if not treated by a leachate collection system. In addition, the after-use of a landfill site may affect the degree of water infiltration, which would in turn affect the rate at which leachate is generated.

. Settlement

The compaction and volume reduction which takes place within a landfill is considerable, and occurs mostly within a few years after closure. Subsidence at a landfill is never uniform. Differential settling takes place which results in one part of the fill settling at a higher rate than another.¹²

This phenomenon imposes the following potential constraints on structures and land use on the landfilled area:

- . Building foundations and services would require special engineering techniques in order to withstand the settling process.

¹¹ Interim Guidelines For The Use Of Land Adjacent To Or On Completed Landfilled Areas, Ministry of the Environment, August 1981 (under review).

¹² Landfill Closure and Long-Term Care, Waste Age (October 1981).

- . The irregularities in the land surface created by the settling process may give rise to drainage and other problems for some land uses. It is generally not considered desirable to have standing water or artificial ponds on a landfill site.

. Contours

The shape and height landform of a completed landfill site can be designed to accommodate after-use, and to reduce potential drainage and erosion problems. The final contours of a completed landfill may create opportunities for uses which would otherwise not be feasible in areas of relatively flat topography.

. Agricultural Rehabilitation

Guidelines regarding agricultural after-uses are specifically dealt with in the Agricultural Assessment Technical Report.

. Summary

Based on the above constraints for after-uses on landfill sites, uses requiring built structures or servicing on, or in close proximity to, a landfill site would not be recommended. Although the engineering problems involved may be overcome through special techniques, the additional costs incurred when compared with a similar structure on a non-landfilled site would likely be considerable. It is possible to erect buildings at a suitable distance from the landfill to serve an after use at the landfill site. The distance at which buildings may be erected would be determined by the Ministry of the Environment upon application.

The range of potential uses on the landfill and in the buffer area is therefore generally limited to varying intensities of open space use, recreation, and agricultural rehabilitation.

8.2 Possible After-Use Options

The following review of uses appropriate to landfills is based on after-uses which have either been implemented or planned at landfill sites in Halton and elsewhere. Agricultural after-uses are specifically dealt with in the Agricultural Assessment Technical Report.

. Natural Revegetation (No Public Access)

In most circumstances this would be the least expensive after-use option, although it may be regarded as being a cosmetic solution rather than one of real benefit to the public. Despite the effects of gas some natural revegetation will generally occur, although deep-rooted shrubs and trees would require additional depth of cover and topsoil.

. Recreational Uses

Where the public are permitted access to a rehabilitated landfill site, some supervision will likely be necessary. This is to ensure the security of monitoring, venting, and other installations, and to prevent damage from certain uses such as recreational motor vehicles which may disrupt cover material and give rise to erosion.

Former landfill sites may be utilized for a variety of leisure activities, although constraints must be considered. For example, a paved car park or playing area may interfere with gas dispersion. Irrigation of grassed playing areas (if there is an adequate water supply) would increase water penetration and may increase leachate production. Differential settlement may require that areas are re-levelled or drained from time to time.

Passive recreational uses may be especially appropriate in an area where there is demand for open space, and where the rehabilitated site may be integrated into an existing system of open space and walking trails. Such uses may permit the introduction of features such as trails and picnic areas. In particular, views of the surrounding landscape may be utilized in the site design.

. Active Recreational Use

The following active recreational uses have been implemented or proposed on other landfill sites in Canada and the U.S.

TABLE 8

<u>Name of Site</u>	<u>Use</u>	
	<u>Existing</u>	<u>Proposed</u>
A Peel Landfill Site		Golf course
B Oakville Landfill Site		Riding trail Archery range
C Brian Best Park Landfill Site, Town of Milton	Soccer Field Baseball diamond	
D Kil Cona Landfill, Winnipeg		Bicycle, cross- country ski trail, Golf course, Ski & Toboggan hill
E Morningside/Hwy #401 landfill		Water slides & Theme park
F Sandy Hill Creative Disposal Project, Maryland, U.S.A.	Baseball diamond	
G Shoreline Regional Park, California, U.S.A.	Golf course Riding ring	
H Niskayuna landfill, New York State, U.S.A.		Tennis Court Baseball diamond
I Centennial Park, City of Etobicoke		Water slides & Theme park, Outdoor theatre, Ski & toboggan hill
J Bayview Park landfill, City of Burlington	Riding trail Park	
K Beare Road landfill, Metro Toronto		Hang gliding Ski & toboggan hill
L Existing Burlington site, City of Burlington		Revegetation and Landscaping

The uses listed can vary as to the site-specific constraints from the landfill, and to the community needs for various uses. It is likely that

problems of revegetation, irrigation and settlement would be more difficult for a golf course than for a riding or cross country ski trail.

In the City of Burlington and the Town of Oakville, a need for garden plots has been identified. These could be considered for after-use.¹³

. Energy from Gas

It is possible to employ landfill gas as a source of fuel for industrial, and/or commercial uses adjacent to the landfill site. For example, a Kitchener manufacturing firm currently uses landfill gas at its plant for construction of concrete pipes.¹⁴ In Metropolitan Toronto, investigations are underway to determine whether gas from the Beare Road landfill site can be utilized by new greenhouses for nurseries and public display, and the Metro Toronto Zoo.¹⁵ It may also be possible for landfill gases to be used to heat commercial greenhouses for fruit and vegetable production, or livestock sheds. An experimental project in St. Thomas, Ontario, has shown that horticultural production in greenhouses heated by landfill gases may be feasible on a small scale.¹⁶

8.3 Possible Site-Specific After-Uses on Site Plan Areas

The potential after-use and/or concurrent use of candidate sites has been evaluated from the perspective of land use context, existing land use policies and the comments of the area municipalities. The latter analysis is

¹³ Conversations with P. Murphy, Town of Oakville, June 1984; J. Conn, City of Burlington, June 1984.

¹⁴ 'Direct Burning of Landfill Gas', Waste Age (June 1983).

¹⁵ Conversation with G. Kelly, Metropolitan Toronto Works Department, July 17, 1984.

¹⁶ 'Methane gas utilization from landfill site', Anthony J. Crutcher, et al. Journal of the Energy Division, AFCE, Vol. 107, no. EY1, Proceeding Paper no. 16264, p.95-102, May 1981.

based on discussions with staff of the City of Burlington and the Towns of Milton and Oakville. It should be borne in mind that the existing Official Plans generally deal with a shorter planning period than the anticipated life of the Regional landfill, i.e. 1988-2008. It is felt, however, that the municipal plans provide the best available information on future uses in the vicinity of the candidate sites.

. Sites A, B, C share some common locational characteristics, such as access by Trafalgar Road and/or Burnhamthorpe Road. Site A lies slightly further north of the future Oakville urban area at Dundas Street than Sites B and C.

The Town of Oakville staff interviewed indicated that there would likely be little short or medium term demand for new recreational uses. If recreation is to be the ultimate use of the sites in Oakville, the situation calls for such uses to be delayed until demand is generated or introduced subsequent to closure of a landfill site.

The rehabilitation of Sites A, B or C may also include the introduction of garden plots which were identified by the Town of Oakville as a possible need.

Rehabilitation to an agricultural use would also be feasible. This alternative would enable progressive rehabilitation.

In this location, the most appropriate customer for the use of gas generated by a landfill would likely be an agricultural use, and/or municipal greenhouses.

The concurrent use of Sites A, B, or C is preferred by the Halton Regional Museum due to access and location.

. Sites D, E are generally rural farm areas accessible from Highway 25 and the Town of Milton.

The Town of Milton have indicated a current need for a golf course.¹⁷ The potential demand for a golf course should be further investigated and confirmed if Sites D or E are selected as the preferred site since new and expanded golf course development proposals appear to be occurring within the Region. A golf course use could be appropriate for progressive rehabilitation, as related uses such as a golf driving range could be supplemented by a 9-hole course or extended to an 18-hole course as land becomes available.

As in the case of Sites A, B, and C, concurrent agricultural rehabilitation, could also apply on Sites D and E.

The Town of Milton staff interviewed also felt that the use of landfill gas to heat new municipal greenhouses would be worthy of further investigation. The heating of commercial greenhouses may also be feasible.

The potential concurrent use of either of these two sites is considered least appropriate by the Halton Regional Museum as the sites are more isolated from the urban area schools which provide a large proportion of museum users.

. Site F is located in close proximity to areas previously used for landfilling, where passive and urban recreation after-uses have been or may be established. Agriculture would not be an appropriate after use as there is no agricultural context in which to develop such a use. For example, it is intended that the existing Burlington landfill site will be planted with native trees and other vegetation in such a way as to blend the site with adjacent woodland in the areas around Falcon Creek and the Niagara Escarpment. It would seem that this type of after-use could be considered on Site F, with variations in scale and activities. Trails linking with the Bruce Trail, picnic areas and possibly camping grounds could also be considered.

¹⁷ Conversation with R. Zsadanyi and L. Arbic, Town of Milton, June 1984.

The rehabilitation of Site F may also include the introduction of garden plots, for which there is apparently an identified need in Burlington.

Given the proximity of industrial and greenhouse uses to the candidate site, the use of landfill gas as a fuel for either or both of these may also be worthy of further investigation.

Conclusions

The guidelines for rehabilitation and end-use of the six potential landfill sites are included in this section on land use for information. An actual rehabilitation and end use plan would be developed for the preferred site during the approvals stage and up-dated, where necessary, during the operational stage by the Region in conjunction with the local municipality and any Citizens Advisory Committee formed to work with the Region at the selected site.

9.0 PLANNING APPROVALS

9.1 Site A

9.1.1 Regional Plan: The Regional Official Plan for the Halton Planning Area

The Regional Official Plan designations shown on Regional Plan, Map 1 for the Candidate Site are "Rural" and "Parkway Belt".

The Halton Regional Official Plan does not presently designate areas for sanitary landfilling purposes. However, the Region is the level of government responsible for Solid Waste Management in Halton, and therefore the Plan does set out general policies for the location of landfill sites within the Region.

Specifically, Policy III D3.8 states that the Region must

"View the use of land for landfill during the operational life of the site as an interim use, until such time as the land is rehabilitated in accordance with the long term end uses suggested by local Plans and in accordance with the requirements of the Ontario Ministry of the Environment."

Also, Policy III D3.9 of the Plan states:

"Locate sanitary landfills where feasible on lands less suited to other purposes, but recognize that the nature of the operation of landfills, including the need to protect ground and surface water, may require locations for landfilling which according to other policies of this plan may be best suited to other purposes".¹⁸

Other Regional Plan policies applicable to the locating of a landfill site include the Regional Settlement Policies, in particular, Part III B3e to

¹⁸ It should be noted that this policy is subject to a referral to the Ontario Municipal Board.

B3e(VII), and the Resource Management Policies. The resource management and settlement policies have been considered and include the policy areas of: Agriculture, Forestry, Mineral Resources, Energy, Heritage, Hazard Lands and Environmentally Sensitive Area Settlement. In particular, Map 5 of the Regional Plan shows the location of a very small section of Hazard Land designation on the site.¹⁹

9.1.2 Approved Municipal Plan:

Official Plan, Town of Oakville Planning Department, Approved by the Minister of Municipal Affairs and Housing, December 21, 1984

. Designation - "Agriculture"; "Environmental Policy Area"

Sanitary landfill sites, public works and utilities are not considered as permitted uses in an area designated as Section 7.1 Agriculture.

Sanitary landfill sites have been given a specific designation in this plan under Section 8.1(c) as follows: "New sanitary landfill sites and any expansion to existing landfill sites will require an amendment to this plan."

In addition to this description, Section 8.2(c) states that:

"The operational life of any landfill site shall be determined by a site specific Zoning By-law. The sanitary landfill site designation shall always be an interim land use which will revert to either an agricultural or open space designation once the landfill operation has been completed."

A small portion of Candidate Site A is designated as an "Environmental Policy Area". Permitted uses in both level 'A' and 'B' "Environmental Policy Areas", include Public Works, although Section 5.20 d(iv) of the

¹⁹ Certain policies in the Regional Official Plan for the Halton Planning Area 1982 12 15 Consolidation, which are preceded by an R2-R4 notation, relate to the entire planning area and are not approved by the Minister of Municipal Affairs and Housing.

Plan states that when public works are planned which affect "Environmental Policy Areas" an Environmental Assessment Report may be required to identify the potential environmental impacts of the proposed public works.

9.1.3 Parkway Belt West Plan
(Approved July, 1978)

A small portion of the eastern section of the original Candidate Site A is covered by the Parkway Belt West Plan. This plan consists of linear 'links' and 'belts' designated for existing and proposed utilities and transportation corridors, lands for electric power facilities, open space, low intensity uses, future linear facilities and 'unanticipated activities' requiring sites of high accessibility and substantial land area.²⁰

The Parkway Belt Plan pre-empts all previous plans which pertain to the lands covered by it. At the present time the Ministry of Municipal Affairs and Housing is the governing agency for lands lying within the Parkway Belt Planning Area.

General designations in the Parkway Belt West Plan fall under the following two categories:

- 1) "Public Use Areas" are intended for eventual acquisition by the Province or other agencies, and includes transportation and utility corridors as well as lands for electric power facilities, "Public Open Space", and "Buffer Areas".
- 2) "Complementary Use Areas" are areas retained in private ownership, and this designation permits uses which would be compatible with the provisions of the Plan.

Included at the eastern end of Site A is a corridor designated as an "Electric Power Facility" within the "Public Use Area" section of the Plan. Lands within this corridor are committed for a hydro transmission line and could not be used for landfill purposes. There is a pipeline

²⁰ Parkway Belt West Plan, July 1978, Goals, 2.3, page 8.

located along the electric transmission line right-of-way and another one is proposed to be constructed soon. These rights-of-way are also unsuitable for landfill purposes.

Section 5.4 of the Plan outlines the permitted uses in the remaining Public Use Area. Other public uses of land, buildings and structures are subject to the following conditions in Section 5.4.1(e), as follows:

- "i) All natural features are preserved to the maximum possible degree.
- ii) Buildings and structures have a very low coverage and are of limited height and low mass appearance.
- iii) Buildings and structures are located in a manner that will secure an open-space character of the area.
- iv) Landscaping and berms are provided where necessary to secure the objectives of the Plan."

Also included in a small portion of the Eastern section of Site A is an area designated as "General Complementary Use Area" within the "Complementary Use Area" section of the Plan. Section 5.5.1(e) of the Plan provides for Public Uses such as "roads, utilities and their accessory facilities and other public uses of a low density, low intensity, character" subject to the following conditions set out in Section 5.5.1(b).

- i) The proposed use of land, buildings or structures secures the open-space character of the area by low density development.
- ii) Major natural features, such as streams, valleys, tree stands, hedgerows, and orchards are preserved.
- iii) The uses permitted enhance the open-space character by landscaping, tree planting, berms, and screening.
- iv) The location and design of buildings and structures are such that the open-space character of the area is secured.

In addition to Section 5.5.1(e), Section 5.5.1(g) of the Plan also allows for the use, if one can classify the use as "commercial". This may assist in the event that a part of the operation is to be carried out by a private body for the Region, which cannot be considered public and, therefore, cannot be allowed under sub-section (e).

9.1.4 Town of Oakville By-law No. 1984-63
 December 1984

Although this By-law is not yet in full force, it is used in this review for simplification. There is no significant difference between the existing By-law 1965-136 and By-law 1984-63, with the exception of zoning provisions for lands lying within the Parkway Belt West.

Zoning - "Agriculture"

Section 85(1) does not include public works or a sanitary landfill site as a permitted use in an Agriculture zone; however, this use is subject to Section 12(2) Special Uses Permitted which states:

"Nothing in this by-law prevents the use of land or the erection or use of a building or structure for any undertaking authorized or maintained by governmental authority or a public utilities corporation where the land is used and the building or structure is erected in conformity with the established character of the zone in which it is situated."

The conformity of a sanitary landfill operation with this by-law is subject to interpretation by the Town of Oakville.

This site is also partly zoned:

"PBA" - Parkway Belt Agriculture

Permitted uses in areas classified as PBA in By-law 1984-63 include:

86(1)(m) "Public works, public utilities and private utilities authorized by a governmental authority, subject to municipal approval."

9.1.5 Site Plan Control By-law

A site plan control by-law is not currently in place for institutional uses (which a landfill site is considered to be in this case), although a 1983 Oakville Council Resolution requested that site plan control by-laws pertain to such uses, and they have since been applied to a water filtration plant and a sludge container facility in Oakville. Therefore the Town of Oakville would consider a site plan control by-law applicable to a landfill site within Oakville.

9.1.6 Food Land Guidelines: A Policy Statement of the Government of Ontario on Planning for Agriculture 1978.

The Ontario Ministry of Agriculture and Food describes the Food Land Guidelines as follows:

"The Food Land Guidelines are a Statement of Government policy. They are intended to assist local municipalities, counties or regions in planning for agriculture in the preparation of Official Plans or amendments which may affect rural land."²¹

Candidate Site A is situated on lands designated as 'Agriculture', and therefore the Ontario Food Land Guidelines would require that a landfill site be considered in terms of compatible uses.

Under Section 4A.5 of the Food Land Guidelines, "Compatible Uses" refers to those lands in an agricultural designation whose use supports agriculture as well as uses which, "while not related to agriculture, can continue adjacent to agriculture without conflict and permit the land to be used for food production in the future." Noted below are specific sections from the Food Land Guidelines.

²¹ Food Land Guidelines, a policy statement of the Government of Ontario on Planning for Agriculture, 1978, pg.3.

Section 3.6 of the Food Land Guidelines assigns a very high priority to specialty crop areas due to their limited extent in the Province.

Section 3.7 of the Food Land Guidelines indicates priority among soil Classes 1, 2, 3 and 4 with Class 1 having more priority than Class 2 and so on. These are the soils considered for production of common field crops, with greatest productivity being provided by Class 1 soils.

Section 3.10 considers other factors, such as existing areas of viable farming, continuous blocks of agricultural land and concentrations of capital investment, as a second step in assessing land use needs.

Section 3.11 deals with land use circumstances which create conflicts with agriculture and act to lower the agricultural priority among lands of equivalent soil capability. Examples of such conflicts include scattered rural residential development and fragmented land parcels.

Section 3.14 indicates that documentation of need for the land use must cover each of four basic issues: the necessity for the land use, the amount of land needed, the reasons for the choice of location, and the consideration given to alternate locations on lower capability agricultural land. Section 3.14(3) deals with the agricultural reasons for choice of location, two of which pertain to the Stage 2B agricultural impact analysis:

- a site which comprises the lowest capability farmland of the potential sites,
- special use that requires special locational requirements.

Section 3.14(4) deals with consideration given to alternate locations of lower capability agricultural lands and documentation of alternative locations and reasons why these locations were considered unsuitable.

Section 3.16(4) (replacing Section 3.12 which was deleted Feb. 23, 1983) deals with competing non-agricultural land uses, such as forestry and

aggregate extraction. It is also recognized that the production of specialty crops is possible due to a combination of soils and special climatic conditions. On specialty crop lands and good general agricultural land (classes 1 to 3 according to CLI) mineral extraction may occur if agricultural rehabilitation of the site is carried out whereby the same acreage and average soil capability for agriculture are restored.

Section 4A.7 indicates that a non-related compatible use leaves the land in large parcels suitable for commercial farming, does not require buildings or other construction on the land, and does not alter the soil or topography adversely. Typically, a landfill site leaves the land in large parcels, does not require buildings, but does alter the topography due to excavation. However, topography and soils can be restored for agricultural production.

Section 4B.1 discusses non-agricultural designations in rural areas.

It should be noted that it is not the intent of these guidelines to indicate policies for other resource lands or for marginal lands, other than to indicate that the use of these lands must be considered in an Official Plan and be appropriately designated.

9.1.7 Preliminary Ministry of the Environment Guidelines

The Ministry of the Environment has advised that they are preparing a policy entitled "Guidelines for Development on or Near Landfilling Sites and Dumps". The policy was not approved by the Minister as of December 19, 1984. The guidelines are for the use of MOE staff in reviewing all land use proposals on or near an existing or closed landfill site.

In summary the guidelines will discourage proposals for sensitive land uses adjacent to landfill sites and normally will not permit residential and other sensitive land uses on landfill sites.

Also, no land use may occur within 30 metres of a fill area and developers proposing a change in land use must study adverse environmental effects within 500 metres of a fill area.

The municipality is to be responsible for ensuring that proper control measures are implemented and monitored.

9.1.8 Surrounding Land Use Designations

The Town of Oakville Official Plan (approved by the Minister of Municipal Affairs and Housing, December 21, 1984) designates lands to the immediate west and south of Candidate Site A as "Agriculture."

Lands lying to the south of Dundas Street in Oakville lie within the Urban Area and are designated "Urban Residential". The area immediately to the south of Dundas Street is indicated on Figure 'D' of the Plan as forming part of 'Phase 2'. In paragraph 2.8 of Part C of the Plan it is stated:

"... It is not intended that urban development will take place within the Urban Area Phase 2 until the Urban Area Phase 1 has been developed to 75% of its maximum development area."

Therefore, the area to the south of Dundas Street is intended for long term residential development.

Immediately to the east of Site A are the Parkway Belt Lands and to the east of Highway 403 are lands within the City of Mississauga, Regional Municipality of Peel. The area between Ninth Line and Winston Churchill Boulevard which lies north of Eglinton Avenue is designated as the Winston Churchill Residential District in The City of Mississauga Official Plan, but has no Secondary Plan. The area bounded by Ninth Line, Eglinton, Winston Churchill and Highway 403 is designated for future industrial use (Central Business Park) in The Official Plan. Servicing presently extends up to Highway 403 and, therefore, development will not likely proceed for some time.

The Western Business Park is a perimeter area bounded by Highway 403 on the north and west. It follows the present curve of the highway. The southern limit is Dundas Street. The Secondary Plan for this area is Official Plan Amendment No. 14 which was approved by the Minister on November 23, 1982. Under the previous designation in The Official Plan it was designated for residential use. The industrial designation was introduced in the Secondary Plan to provide a buffer between the Highway and Erin Mills West residential district. The following designations are applied within the Western Business Park: "Prestige Industrial", "General Industrial", "Mixed Industrial and Commercial", and "Other Office Centre".

The Erin Mills West Residential District lies between the Western Business Park and Winston Churchill Boulevard. Designations in this District, include "Low, Medium and High Density Residential", "Neighbourhood Centre", "Highway Commercial", and schools.

9.1.9 Site Plan Area

The actual landfill area for Site Plan Area A is entirely outside the Parkway Belt Plan. The Regional and Oakville Official Plans and the Oakville Zoning By-law still apply to this site.

9.1.10 Conclusion

Throughout the Landfill Environmental Assessment process, the various policy areas of The Regional Plan which pertain to the siting and establishment of a landfill have been addressed. However, although these policy areas have been addressed and, although Policy D3.9 permits the locating of a landfill site on lands which may be best suited for other uses, an amendment to the Plan should be requested in the opinion of Halton Regional Staff. Also indicated within the amendment would be the rehabilitation and after use plans for the site. Halton Regional Staff feel that a Regional Official Plan amendment would clarify the use of the lands for the future.

A sanitary landfill, if located at Site A, would require an amendment to the Oakville Official Plan redesignating the site from "Agriculture" to "Sanitary Landfill" to permit the operation of a landfill.

For the purpose of clarity and to avoid possible future discrepancy between the Region of Halton and the Town of Oakville regarding the conformity of a landfill site within Section 12(2) Special Permitted Uses of By-law 1984-63, a site specific amendment to By-law 1984-63 would be required to permit the operation of a landfill site on the subject lands.

9.2 Site B Planning Approvals

9.2.1 The Regional Plan

The Regional Plan policies and designations for Site B are identical to those on Site A, except that no part of Site B lies within the "Parkway Belt West", and there is no Hazard Land designation.

9.2.2 Oakville Official Plan

The policies for the "Agriculture" and "Environmental Policy Area" designations are the same as for Site A.

9.2.3 Town of Oakville By-law No. 1984-63, December 1984,

Zoning - "Agriculture"

Section 85(1) does not include Public works or a sanitary landfill site as a permitted use in an agricultural zone, however, this classification is subject to Section 12(2) Special Uses Permitted which states:

"Nothing in this by-law prevents the use of land or the erection or use of a building or structure for any undertaking authorized or maintained by governmental authority or a public utilities corporation where the land is used and the building or structure is erected

in conformity with the established character of the zone in which it is situated."

The conformity of a sanitary landfill operation with this by-law is subject to interpretation by the Town of Oakville.

9.2.4 Site Plan Control By-law

A site plan control by-law is not currently in place for institutional uses (under which a landfill site is considered in this case), although a 1983 Oakville Council Resolution requested that site plan control by-laws pertain to such uses, and these have since been applied to a water filtration plant and a sludge container facility in Oakville. Therefore the Town of Oakville would consider a site plan control by-law applicable to a landfill site within Oakville.

9.2.5 Food Land Guidelines: A Policy Statement of the Government of Ontario on Planning for Agriculture 1978.

The discussion for Site A applies in the case of Site B.

9.2.6 Preliminary Ministry of the Environment Guidelines

The discussion for Site A also applies in this case.

9.2.7 Surrounding Land Use Designations

The Town of Oakville Official Plan designates lands to the immediate north west and east of Candidate Site B as "Agriculture", and lands to the south of Dundas Street are designated "Urban Area Residential", Phase 2 as discussed above with respect to Site A.

9.2.8 Site Plan Area

Site Plan Area B is located in the northern section of Candidate Site B. There is no change to the planning approval required.

9.2.9 Conclusion

Throughout the Landfill Environmental Assessment process the various policy areas of The Regional Plan which pertain to the siting and establishment of a landfill have been addressed. However, although these policy areas have been addressed, and Policy D3.9 permits the locating of a landfill site on lands which may be best suited for other uses, an amendment to the Plan would be requested. Also indicated within the amendment would be the rehabilitation and after use plans for the site. Halton Regional Staff feel that a Regional Official Plan amendment would clarify the use of the lands for the future.

A sanitary landfill, if located at Site B, would require an amendment to the Oakville Official Plan redesignating the site from "Agriculture" to "Sanitary Landfill" to permit the operation of a landfill.

For the purpose of clarity and to avoid possible future discrepancy between the Region of Halton and the Town of Oakville regarding the conformity of a landfill site within Section 12(2) Special Permitted Uses of By-law 1984-63, a site specific amendment to By-law 1984-63 would be required to permit the operation of a landfill site on the subject lands.

9.3 Site C Planning Approvals

9.3.1 Regional Plan - The Regional Official Plan for the Halton Planning Area

The Regional Plan policies and designations for Site C are identical to those on Site A.

9.3.2 Town of Oakville Official Plan

The policies for the "Agriculture" and "Environmental Policy Area" designations are the same as Site A.

9.3.3 Parkway Belt West Plan Designation (approved July 1978)

A small portion of the eastern section of Candidate Site C is covered by the Parkway Belt West Plan. This Plan consists of linear 'links' and 'belts' designated for existing and proposed utilities and transportation corridors, lands for electric power facilities, open space, low intensity uses, future linear facilities and 'unanticipated activities' requiring sites of high accessibility and substantial land area.²²

The Parkway Belt Plan pre-empts all previous plans which pertained to the area covered by the Plan. At the present time the Ministry of Municipal Affairs and Housing is the governing agency for lands lying within the Parkway Belt Planning Area.

General designations in the Parkway Belt West Plan fall under the following two categories:

- 1) "Public Use Areas" are intended for eventual acquisition by the Province or other agencies, and includes transportation and utility corridors as well as lands for electric power facilities, "Public Open Space", and "Buffer Areas".
- 2) "Complementary Use Areas" are areas retained in private ownership, and this designation permits uses which would be compatible with the provisions of the Plan.

Included at the eastern end of Site C is a corridor designated as an "Electric Power Facility" within the "Public Use Area" section of the Plan. Lands within this corridor are committed for a hydro transmission line and could not be used for landfill purposes. There is a pipeline located along the electric transmission line right-of-way and another one is proposed to be constructed soon. These rights-of-way are also unsuitable for landfill purposes.

²² Parkway Belt West Plan, July 1978, Goals 2.3, page 8.

Also included in a small portion of the Eastern section of Site C is an area designated as "General Complementary Use Area" within the "Complementary Use Area" section of the Plan.

. Public Use Areas

Section 5.5.1(e) of the Plan provides for Public Uses such as "roads, utilities and their accessory facilities and other public uses of a low density, low intensity, character" subject to the following conditions set out in Section 5.5.1(b).

- "i) The proposed use of land, buildings or structures secures the open-space character of the area by low density development.
- ii) Major natural features, such as streams, valleys, tree stands, hedgerows, and orchards are preserved.
- iii) The uses permitted enhance the open-space character by landscaping, tree planting, berms, and screening.
- iv) The location and design of buildings and structures are such that the open-space character of the area is secured."

In reference to the definitions section of the Plan the landfill site is "low density" as only a very small part of the site would have a building. It is "low intensity" as the use is an "average low level of activity" with a small number of employees, few visitors per acre and relatively low traffic per acre particularly considering mitigation measures. Section 5.5.1(j) allows for a change of use of land, buildings and structures subject to the following conditions:

- "i) New uses are as compatible with the provisions of the Plan as existing uses, or more compatible.
- ii) All natural features are preserved to the maximum possible degree.
- iii) Any other conditions required to secure the provisions of this Plan are satisfied."

In addition to 5.5.1(e), 5.5.1(g) of the Plan also allows for the project, if one can classify the project as commercial. This may assist in the event that a part of the operation is to be carried out by a private body for the Region, which cannot be considered public and, therefore, cannot be allowed under sub-section (e).

In the General Complementary Use Area, a cemetery has been approved, partially implemented and there is a proposal for a further expansion, thus precluding the establishment of a landfill site.

Finally, a narrow corridor of land designated as "Special Complementary Use Area" within the Parkway Belt Plan follows Joshua Creek from north to south along the eastern portion of Candidate Site C.

. Special Complementary Use Areas

Section 5.5.2 outlines the uses permitted in the Special Complementary Use Area. These include:

"b) Public Uses

Public uses such as roads, and utilities and their accessory facilities.

d) Change of Uses

Change of uses of land, buildings and structures subject to the following conditions:

- i) New uses are as compatible with the provisions of the Plan as existing uses, or more compatible.
- ii) All natural features are preserved to the maximum possible degree.
- iii) Any other conditions required to secure the provisions of the plan are satisfied."

Section 6.7.3(i) controls the use of land. In cases of discrepancy in part 5 of the plan (section 5.5.2) section 6.7.3(h) prevails. In particular,

section 6.7.3(i) states that: "In the Special Complementary Use Area located in Concession 1 N.D.S. and Concession 1 S.D.S., permit agricultural, open-space and outdoor recreational uses, with only such associated buildings and structures that cannot reasonably be located outside this area. Such uses shall meet to the maximum possible degree the following conditions:

- i) Protect the Joshua Creek Valley floor, slopes, and rim from cut and fill operations and construction of buildings and structures.
- ii) Protect tree stands, hedgerows, and prominent trees.
- iii) Ensure that development to occur on tablelands adjacent to the westerly Joshua Creek Valley is designed and located in such a manner as to protect the valley physically and visually and to enhance it as an important natural open space within the area covered by the Plan.
- iv) Satisfy any other conditions required to secure the provisions of the Plan.

Consequently, condition (i) in Section 6.7.3(i) would preclude the location of a landfill site in this Special Complementary Use designation.

9.3.4 Town of Oakville By-law No. 1984-63
December 1984.

Zoning - "Agriculture"

Section 85(1) does not include Public works or a sanitary landfill site as a permitted use in an agricultural zone, however this classification is subject to Section 12(2), "Special Uses Permitted" which states:

"Nothing in this by-law prevents the use of land or the erection or use of a building or structure for any undertaking authorized or maintained by governmental authority or a public utilities corporation where the land is used and the building or structure is erected in conformity with the established character of the zone in which it is situated."

The conformity of a sanitary landfill operation with this by-law is subject to interpretation by the Town of Oakville.

The site is also partly zoned:

- 05 - Parkway Belt Public Use
- PBA - Parkway Belt Agriculture

Land uses permitted in lands zoned as 05 include:

82(1)(b) "Public works, public utilities, private utilities, marinas and private recreation facilities all authorized by a government authority; subject to municipal approval."

Permitted uses in lands zoned as PBA include:

86(1)(m) "Public works, public utilities and private utilities authorized by a governmental authority; subject to municipal approval."

9.3.5 Site Plan Control By-law

A site plan control by-law is not currently in place for institutional uses (under which a landfill site is considered in this case), although a 1983 Oakville Council Resolution requested that site plan control by-laws pertain to such uses, and these have since been applied to a water filtration plant and a sludge container facility in Oakville. Therefore the Town of Oakville would consider a site plan control by-law applicable to a landfill site within Oakville.

9.3.6 Food Land Guidelines: A Policy Statement of the Government of Ontario on Planning for Agriculture 1978.

The discussion for Site A applies in the case of Site C.

9.3.7 Preliminary Ministry of the Environment Guidelines

The discussion for Site A also applies in this case.

9.3.8 Surrounding Land Use Designations

The Town of Oakville Official Plan designates lands to the immediate north and west of Candidate Site C as "Agriculture." Lands immediately south of Dundas Street are designated "Urban Area Residential" Phase 2.

The Parkway Belt Lands are east of Site C. The area between Ninth Line and Winston Churchill Boulevard in Mississauga, north of Eglinton Avenue, is designated as the Winston Churchill Residential District in The City of Mississauga Official Plan, but has no secondary plan. The area bounded by Ninth Line, Eglinton, Winston Churchill and Highway 403 is designated for future industrial use (Central Business Park) in The Official Plan. Servicing presently extends up to Highway 403 and, therefore, development will not likely proceed for some time.

The Western Business Park is a perimeter area bounded by Highway 403 on the north and west. It follows the present curve of the highway. The southern limit is Dundas Street. The secondary plan for this area is Official Plan Amendment No. 14 which was approved by the Minister on November 23, 1982. Under the previous designation in The Official Plan it was designated for residential use. The industrial designation was introduced in the Secondary Plan to provide a buffer between the Highway and Erin Mills West residential district. The following designations are applied within the Western Business Park: "Prestige Industrial", "General Industrial", "Mixed Industrial and Commercial", and "Other Office Centres".

The Erin Mills West Residential District lies between the Western Business Park and Winston Churchill Boulevard. Designations in this District include "Low, Medium and High Density Residential", "Neighbourhood Centre", "Highway Commercial", and schools.

9.3.9 Site Plan Area

Site Plan Area C is located in the western portion of Candidate Site C and is entirely outside of the Parkway Belt West. The Regional Plan Hazard

Land designation and the Environment Policy along the Joshua Creek in The Oakville Official Plan do not apply to Site Plan Area C. The Site Plan Area is a considerable distance from the City of Mississauga.

9.3.10 Conclusion

Throughout the Landfill Environmental Assessment process the various policy areas of The Regional Plan which pertain to the siting and establishment of a landfill have been addressed. However, although these policy areas have been addressed and Policy D3.9, permits the locating of a landfill site on lands which may be best suited for other uses, an amendment to the Plan should be requested in the opinion of Halton Regional staff. Also indicated within the amendment would be the rehabilitation and after use plans for the site. Halton Regional staff feel that a Regional Official Plan amendment would clarify the use of the lands for the future.

If located at Site C, a landfill would require an amendment to the Oakville Official Plan redesignating the site from "Agriculture" to "Sanitary Landfill" to permit the operation of a landfill.

For the purpose of clarity and to avoid possible future discrepancy between the Region of Halton and the Town of Oakville regarding the conformity of a landfill site within Section 12(2) Special Permitted Uses of By-law 1984-63, a site specific amendment to By-law 1984-63 would be required to permit the operation of a landfill site on the subject lands.

According to the Regulations set out in Section 5.4.1(e) and 5.5.1(e and g) no amendments to the Parkway Belt West Plan would be required if a landfill site was to be located in the eastern section of Site C in the General Complementary Use Area since the operation is a public use and it would conform with the conditions for development as they are set out in the Plan. If a landfill site was established at Site C it is recognized however that the development of a hydro corridor on lands designated for an electric power facility within the Parkway Belt Plan and the existing and

planned pipelines do pose a physical constraint to the development of the eastern part of the site for landfill.

9.4 Site D Planning Approvals

9.4.1 Regional Plan: The Regional Official Plan for the Halton Planning Area

The Regional Official Plan designation is "Rural".

The Halton Regional Official Plan does not presently designate areas for landfilling purposes. However, the Region is the level of government responsible for Solid Waste Management in Halton, and the Plan does set out general policies for the location of landfill sites within the Region.

Specifically, Policy III D3.8 states that the Region must

"View the use of land for landfill during the operational life of the site as an interim use, until such time as the land is rehabilitated in accordance with the long term end uses suggested by local Plans and in accordance with the requirements of the Ontario Ministry of the Environment."

Also, Policy III D3.9 of the Plan states;

"Locate sanitary landfills where feasible on lands less suited to other purposes, but recognize that the nature of the operation of landfills, including the need to protect ground and surface water, may require locations for landfilling which according to other policies of this plan may be best suited to other purposes."²³

Other Regional Plan policies applicable to the locating of a landfill site include the Regional Settlement Policies, in particular, Part III B3e to

²³ It should be noted that this policy is subject to a referral to the Ontario Municipal Board.

B3e(VII), and the Resource Management Policies. The resource management and settlement policies have been considered and include the following policy areas:

Agriculture, Forestry, Mineral Resources, Energy, Heritage,
Hazard Lands and Environmentally Sensitive Areas Settlement.

In particular, Map 5 indicates that a Hazard Land designation applies to the site.²⁴

9.4.2 Approved Municipal Plan Milton Official Plan,
 approved by the Minister of Municipal Affairs and Housing on
 December 6, 1984

Designations - **"Agriculture"**

- **"Conservation and Hazard Lands"**

The majority of lands within Site D are designated as Agriculture by the Milton Official Plan. Section 2D2A1 of the Plan specifies the uses permitted in an area designated as "Agriculture". Neither public utilities nor public works are included as a permitted use within an agriculturally designated area in this Plan. In addition, the Plan states that "in all cases agricultural activities shall be considered the preferred land use within the agricultural designation. Uses and activities deemed incompatible with farming in accordance with the Regional Official Plan shall be discouraged from locating in the agricultural area."

A small section of land along the north eastern boundary of Candidate Site D as well as an area of the south western section of Site D have been designated as Conservation and Hazard Lands within the Plan. These Hazard

²⁴ Certain policies in the Consolidated Regional Official Plan for the Halton Planning Area, 1982 12 15, are preceded by an R2-R4 notation. These policies relate to the entire planning area and are not approved by the Minister of Municipal Affairs and Housing.

Lands conform with the Regional Official Plan's designation of Hazard Lands on these sites. Section 2D5A2 of the Milton Official Plan states that: "In considering an application for development of lands designated as Conservation and Hazard Lands the following matters shall be considered:

- a) the existing environmental and physical hazards, as outlined by the appropriate Conservation Authority in their respective jurisdiction, or by the Ministry of Natural Resources, or by the applicant;
- b) the potential impact of these hazards as preferred by the parties in (a) above;
- c) the proposed methods by which this impact may be overcome in a manner consistent with accepted engineering techniques and resource management practices;
- d) the costs and benefits in monetary, social and biological terms of any engineering works or resource management practices needed to overcome these impacts, and;
- e) the comments and approval, where required of the appropriate Conservation Authority and the Ministry of Natural Resources."

Public Works and Utilities are not included as a permitted use in an area designated as Conservation or Hazard Lands.

Finally, Section 2D5A2 of the plan states that:

"Where an open watercourse is involved, adequate space beyond the top of the bank should generally be provided for maintenance and other such operations".

9.4.3 The Corporation of the Town of Oakville By-law No. 1965-136 (Oct. 16. 1966)

(The Town of Milton is currently preparing its By-law, but reference must be made to the Oakville By-law at this time.)

. Zoning - "Agriculture"

Public Works are not included as a permitted use within an Agricultural zone in (Section 56(1)). The following section dealing with special permitted uses may apply to the development of a landfill site in an agricultural area, depending on municipal interpretation:

Section 14(2) states:

"Nothing in this by-law prevents the use of land or the erection or use of a building or structure for any undertaking authorized or maintained by governmental authority or a public utilities corporation where the land is used and the building or structure is erected in conformity with the established character of the zone in which it is situated".

9.4.4 Site Plan Control By-law

Although this area is not subject to a site plan control by-law, The Town of Milton has indicated that Site Plan approval would be requested if a zoning amendment was required in order to permit the development of the Site D lands for sanitary landfill.

9.4.5 Food Land Guidelines: A Policy Statement of the Government of Ontario on Planning for Agriculture, 1978.

The discussion for Site A also applies in this case.

9.4.6 Preliminary Ministry of the Environment Guidelines

The discussion for Site A also applies in the case of Site D.

9.4.7 Surrounding Designations

Lands bordering Candidate Site D to the north, west and south are designated as "Agriculture" in the Town of Milton Official Plan.

Lands to the east of Candidate Site D are within the Parkway Belt West Planning Area and are designated as General Complementary Use Area.

9.4.8 Site Plan Area

Site Plan Area D is located in the southern portion of Candidate Site D. The planning policies discussed above with respect to the Candidate Site also apply to the Site Plan Area.

9.4.9 Conclusion

If a landfill site were to be located at Site D, the following Official Plan and Zoning By-law amendments would be required:

An amendment to the Regional Plan would be requested to designate the chosen site for landfill purposes. Also indicated within the amendment would be the rehabilitation and after use plans for the site. It is felt that a Regional Official Plan amendment would clarify the use of the lands in the future.

An amendment to The Milton Official Plan would be required, designating and permitting the operation of a sanitary landfill at Site D.

Finally, a site specific zoning by-law amendment to Oakville By-law 1965-136 would be required to permit the operation of a sanitary landfill at Site D, and the Town of Milton would request Site Plan approval of the site design.

9.5 Site E Planning Approvals

9.5.1 Regional Plan: The Regional Official Plan for the Halton Planning Area

The Regional Plan policies and designation for Site E are identical to those on Site A.

9.5.2 Approved Municipal Plan: Milton Official Plan, December 1984

. Designation - "Agriculture"

A portion of the lands within the original Candidate Site E are designated as Agriculture within the Milton Official Plan. Section 2D2A1 of the Plan specifies the uses permitted in an area designated as "Agriculture". Neither public utilities nor public works are included as a permitted use within an agriculturally designated area. In addition, the Plan states that "in all cases, agricultural activities shall be considered the preferred land use within the agricultural designation. Uses and activities deemed incompatible with farming in accordance with the Regional Official Plan shall be discouraged from locating in the agricultural area."

In addition Section 4.1.4 states:

"A Sanitary Landfill Site to be controlled and operated by the Regional Municipality of Halton is permitted at the north west corner of Tremaine and Britannia Roads, located in Part Lots 6 & 7, Concession 7 N.S., Trafalgar Planning District. Capacity of this landfill is 1,814,000 metric tonnes."

The Waste Disposal Site is shown by an asterisk on Figure D the Land Use Map.

9.5.3 Town of Burlington By-law 1642 (June 19, 1959)

(The Town of Milton is currently preparing its by-law, but reference must be made to the Burlington By-law at this time.)

. Zoning - "Agriculture" - "Conservation"

By-law 1642 designates the majority of the subject lands as Agriculture (Section 8). Subject to the provisions of Section 6, 7, 24 and 25, public utilities or public works are not included as a permitted use within this Agriculture designation. In accordance with the above, Section 6 (5), "Certain Uses Not Restricted", states that:

"Save with respect to requirements for parking and for yards, and save as herein after otherwise specifically provided or limited, the provisions of this By-law shall not apply to:

- Public Uses

(v) A police station, fire station, filtration plant, a primary or secondary school, sewage disposal plant, or subject to the foregoing, any other such publicly owned and operated property, except;-

(c) a garbage dump, public incinerator, town yard, district yard, pound or other such public use.

A small parcel of land on the western boundary of Site E is designated as "Conservation" (Section 23). This designation is also subject to the Provisions of Sections 6, 7, 24 and 25 of By-law 1642, which does not permit the establishment of a landfill site (Section 6(5) V.C.).

9.5.4 Zoning Designation for 246 acres (former Site F)
By-law 6281, Amending Burlington By-law 1642

. Zoning - **"Sanitary Landfill"**

On July 27, 1981 the former By-law 1642 (June 19, 1959) of the Town of Burlington which applied to lands within Site E was amended by By-law 6281, also for the same 246 acres in the southern half of Candidate Site E, to permit the establishment of a Sanitary Landfill Site.

9.5.5 Site Plan Control By-law

Although a site plan control By-law does not apply to lands within this area, the Town of Milton has indicated that they would request site plan approval for a sanitary landfill if a zoning by-law amendment was requested in order to permit the development of Site E lands for landfilling.

9.5.6 Food Land Guidelines: A Policy Statement of the Government of Ontario on Planning for Agriculture, 1978.

The discussion for Site A also applies in the case of Site E.

9.5.7 Preliminary Ministry of the Environment Guidelines

The discussion for Site A also applies in the case of Site E.

9.5.8 Surrounding Designations

Lands bordering Candidate Site E to the east are designated as "Agriculture" in The Town of Milton Official Plan, December 1984.

The majority of lands to the north and south of Candidate Site E are designated "Agriculture" in the Town of Milton Official Plan while those lands to the immediate west of Site E are designated as Agriculture in Amendment No. 81 to the Burlington Official Plan, the Official Plan in effect for the Burlington rural area west of Bell School Line.

9.5.9 Site Plan Area

Site Plan Area E is located in the northern central portions of Candidate Site E. The waste disposal site approved in The Milton Official Plan only applies to a small part of Site Plan Area E. Regional and Local Official Plan and Zoning By-law amendments will be required.

9.5.10 Conclusions

Throughout the Landfill Environmental Assessment process the various policy areas of The Regional Plan which pertain to the siting and establishment of a landfill have been addressed. However, although these policy areas have been addressed, and Policy D3.9 permits the locating of a landfill site on lands which may be best suited for other uses, an amendment to the plan should be requested, in the opinion of Halton Regional staff, to designate the selected site for landfill purposes. Also indicated within the amendment would be the rehabilitation and after use plans for the site. Halton Regional staff feel that a Regional Official Plan amendment would clarify the use of the lands for the future.

The Milton Official Plan designates a 246 acres site at Tremaine & Britannia for sanitary landfill. Since lands in addition to the 246 acre southern portion of Site E (former Site F) are required for a landfill operation, an amendment to the Town of Milton Official Plan will be required in order to redesignate the balance of the Site E lands from "Agriculture" to "Sanitary Landfill", to permit the operation of a landfill site. A 500 metre buffer has been established in Section 2D5A2 of the Milton Official Plan.

In addition, a site specific amendment to Town of Burlington By-law 1642 permitting the operation of a landfill at Site E would be required. (Section 6.(5 V,C).

9.6 Site F Planning Approvals

9.6.1 Regional Plan: The Regional Official Plan for the Halton Planning Area

The policies for Site F are identical to those on Site A.

. Regional Plan Designation - "Parkway Belt"

The Regional Municipality of Halton has incorporated into its Official Plan the policies of the Parkway Belt West Plan for areas designated as Parkway Belt by the Province. Therefore, the policies contained within the Parkway Belt West Plan govern the development of Site F since it lies within the "Escarpment Link" of the Parkway Belt.

9.6.2 Approved Official Plan: Parkway Belt West Plan 1978

The Parkway Belt West Plan (July 1978) consists of linear 'links' and 'belts' designated for existing and proposed utilities and transportation corridors, lands for electric power facilities, open space, low intensity uses, future linear facilities and unanticipated activities requiring sites of high accessibility and substantial land area.²⁵

²⁵ Parkway Belt West Plan, July 1978, Goals 2,3, page 8.

- . Designation - "Special Complementary Use Area"
- "General Complementary Use Area"

Candidate Site F lies within an area governed by the Parkway Belt West Plan. Site F falls under both the Special Complementary Use and General Complementary Use Area designations of the Plan.

Section 5.5.1(e) of the Parkway Belt Plan describes the uses permitted within an area designated as "General Complementary Use". These uses include the following: "roads, utilities and their accessory facilities and other public uses of a low density, low intensity character". In reference to the definition section of the Plan the site is "low density" as only a very small part of the site would have a building. It is "low intensity" as the use is an "average low level of activity" with a small number of employees, few visitors per acre and relatively low traffic per acre particularly considering mitigation measures. Buildings and structures associated with these uses shall meet to the maximum possible degree, the condition set out in paragraph 5.5.1 (b). The conditions set out in 5.5.1(b) pertain in general to the preservation of the open space character of the area. Since the landfill is an "other public use" it is permitted.

Section 5.5.1(j) allows for a change of use of land, buildings and structures subject to the following conditions:

- i) New uses are as compatible with the provisions of the Plan as existing uses, or more compatible.
- ii) All natural features are preserved to the maximum possible degree.
- iii) Any other conditions required to secure the provisions of this Plan are satisfied. (Since an existing use of the land is a licensed shale quarry, landfilling is as compatible or more compatible than quarrying and preserves natural features to the same extent or degree as quarrying.)

Public uses such as roads and utilities and their accessory facilities are also considered a permitted use within areas designated as "Special Complementary Use" (Section 5.5.2(b)). In addition to these sections, Section 6.2.3(q) applies, and by way of that Section, all uses allowed in Section 5.5.1 apply including 5.5.1(e),(g), and (i). Section 6.2.3 (q) specifically permits "further industrial development" in the Special Complementary Use area on the southern part of Site F. Two additional applications with respect to the existing Burlington Landfill Site have been considered compatible with the Parkway Belt West Plan and both have been approved in the General Complementary Use Area.

In addition to these policy areas, there are two Ontario Regulations exempting Halton from certain requirements of the Parkway Belt Land Use Regulations. In particular, Ontario Regulation 263/79 amends Section 9 of Ontario Regulation 482/73. The former regulation adds, "The Regional Municipality of Halton may use land or erect any building or structure for the purpose of providing a service to the public." Therefore, a landfill site serves this purpose.

9.6.3 Food Land Guidelines: A Policy Statement of the Government of Ontario on Planning for Agriculture, 1978.

The discussion for Site A applies in the case of Site F.

9.6.4 Preliminary Ministry of the Environment Guidelines

The discussion for Site A also applies in this case.

9.6.5 Surrounding Designations

The site is entirely surrounded by Parkway Belt designations including Highway 403 Corridor on the south, Burlington Landfill Site to the west, Complementary Use Area to the north and Bayview Park (former Landfill site) and Special Complementary Use to the east.

Burlington Official Plan Amendment 126, "Urban Development Staging Study", adopted December 1984 indicates that further land use changes are envisioned around Site F in the western part of the City but that further growth in the City of Burlington will occur on the east side of the City and progress further to the east and north.

9.6.6 Site Plan Area

The Site Plan Area is the same as the original Candidate Site, and becomes Site F as a Site Plan Area.

9.6.7 Conclusions

A landfill operation, if established as a public use at Site F, would not interfere with the achievement of the goals and objectives expressed in the Parkway Belt West Plan and therefore no amendment to the Parkway Belt West Plan would be required. The operation of a landfill is low intensity and low density and it can be designed and regulated to meet the development criteria set out in the plan for current landfill operations and after use activities.

An amendment to the Regional Plan should be requested, in the opinion of Halton Regional staff, to designate the selected site for sanitary landfill purposes. Also indicated within the amendment would be the rehabilitation and after use plans for the site. Halton Regional staff feel that a Regional Official Plan amendment would clarify the use of the lands in the future.